

EXCLUSIVE Q&A

STEPHANE RATEL

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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Endurance racing prime mover tackles another epic: the MN readers' questions, p20

Ferrari star wants hard work to stem Red Bull after Max's Miami dice

LECLERC: WE HAVE TO PUSH TO REIN IN VERSTAPPEN'S SPACE



Verstappen eclipsed the pole-winning Ferrari



Leclerc knows tweaks are needed

By Matt James

Ferrari's World champion leader Charles Leclerc has urged his Italian team to push through car tweaks after being defeated by Max Verstappen's Red Bull in the maiden Miami Grand Prix last weekend.

Although Leclerc qualified on pole position for the Scuderia, World champion Verstappen grabbed the advantage during the first stint and was uncatchable thereafter. The gap between Leclerc and Verstappen at the top of the F1 points table has closed to just 19.

After being defeated in Florida, Leclerc said: "We need to keep pushing. Upgrades will be very important throughout the year. And I hope now that we can do a step up from the next race onwards. But it's been tight since the beginning of the season."

The first race at the Miami International Autodrome drew widespread praise, although some drivers have asked for track tweaks following a spate of practice and qualifying crashes.

Full report, page four



Max: Miami win



REPORT

GAMBOLLING LAMBO TAKES BRITISH GT GOLD

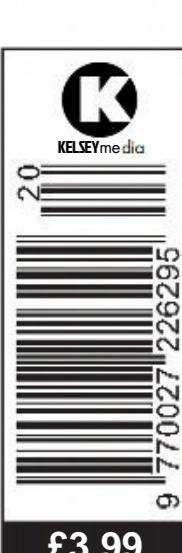
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INTERVIEW

THE MORANS: AS BOLD AS THE HILLS

The decorated hillclimbing family P24



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COMMENT



The drivers were up in the air in their opinions about the new Miami Grand Prix circuit

MAKING A BIG NOISE ON F1...

Formula 1 was certainly embraced by the residents of Miami last weekend, and a big noise was made about the maiden grand prix on the grounds surrounding the Hard Rock Stadium. But this was America, so of course the noise would be super-sized.

Amid all the razzmatazz and self-congratulatory back slapping that the event was actually happening, it was hard to get a gauge on whether this venture was a success or not. But the motor racing fans, who were drowned out by the sound of cameras clicking on the high-profile celebrities cramming the grid, would realistically say it wasn't.

The track was a triumph, we were told. No, it wasn't. We were told it was a circuit that had been through hundreds of different designs before the final layout was contrived, but that work must have been done in a room with the lights off.

The run to the first corner was not long enough to give drivers a decent shot at overtaking and the back straight led to a hairpin when the track broke up and a hairpin with only one line, which made passing virtually impossible. Not even a fake harbour can make up for that.

The race was not the one full of action which the drum-bashers would have you believe it was. But guess what? Money talks and under the brave new leadership of Formula 1, it is here to stay.

In this issue, we report on the British GT championship's showpiece three-hour race from Silverstone, and this was an event which will have inadvertently benefited from the maiden F1 race in Florida. Casual Sky Sports F1 viewers might well have tuned in for their regular Sunday afternoon fix of grand prix racing but instead have been confronted by the Barwell Lamborghini of Adam Balon and Sandy Mitchell's tense battle to hold off the McLaren of Alexander West and Marvin Kirchhoefer. While long-distance racing isn't to everyone's taste, the British GT contest is a shining example of it and the competitive racing, excellent coverage and timing of the broadcast itself might well have done the series a whole host of good on Sunday afternoon.

And that will be music to the ears of the incumbent of our readers' Q&A hot seat this week, Mr GT racing himself, Stephane Ratel. The Frenchman has been the driving force behind the long-term health, sustainability and popularity of the long-distance division for more than two decades. The answers he gives to the MN readers' questions are tackled thoughtfully and offer a real insight.

Elsewhere, we talk to a hugely successful motorsporting dynasty, the title-winning hillclimbers Roger and Scott Moran, plus we have all the reports from the weekend.

Finally, don't forget to check out page 34 to find out how to get involved in the latest Motorsport News poll. We are on the hunt for our favourite racing Jaguar of all time, and you can turn to that feature to find out how to make your voice heard.

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The pick of the pack: Your favourite Big Cats...

FORMULA 1 REPORT: MIAMI

Photos: Motorsport Images, Red Bull Content Pool



Red Bull put one over on Ferrari...



Everything is bigger in the USA, including the podium ceremony...

MAX LANDS A KNOCKOUT BLOW ON FERRARI HOPES

The Red Bull man used a positive start and strong pace to win. By **James Roberts**



George Russell battled his way ahead of Lewis Hamilton

As Max Verstappen departed the Hard Rock Stadium in Miami Gardens last Sunday, he was probably musing on his good fortune. As the sun-kissed

crowds continued to party late into the night, accompanied by a soundtrack provided by a host of famous DJs, the Dutchman could be satisfied with a solid performance. His victory and extra point for fastest lap was an impressive turnaround from where he had been on Friday.

His weekend at the newly constructed Miami International Autodrome started badly as more reliability issues with his Red Bull restricted his on-track running. With a low grip surface and tricky, off-camber corners this was not a venue to miss track time. It meant Verstappen was at a disadvantage when it came to qualifying and he made a mistake on his final run in Q3 that handed pole position to his championship rival Charles Leclerc.

After hitting the wall in practice, Spain's Carlos Sainz also snatched second to lock out the front row of the grid for Ferrari. To get on terms with Leclerc in this race, Verstappen needed a good start. When the red lights went out, that's exactly what he did and he braked later than Sainz into Turn 1.

Although he was on the outside, that immediately became the inside for Turn 2. One Ferrari despatched – now his sights were set on Leclerc ahead.

It didn't take long. At the start of the ninth lap, the Red Bull enjoyed a superior run across the start-finish line and to the roar of the Miami crowd overtook Leclerc to take the lead of the race. From there, he was on course for a comfortable victory.

Although there were heavy thunderstorms in downtown Miami during the GP and a few tropical showers on Sunday morning, rain stayed away from the vicinity of the Hard Rock Stadium during the inaugural Miami Grand Prix. As the race approached half distance, it could have done with either a rainstorm or safety car to close up the field. Then on lap 41, the latter happened.

Pierre Gasly ran wide at Turn 7 and, as he filtered back onto the track, his AlphaTauri made contact with the right-rear wheel of Lando Norris. That sent the McLaren spinning like a top along the



Williams man Alex Albon had a busy afternoon and landed two points



Lando Norris's weekend was brought to a halt by a hapless Pierre Gasly

straight and the race was neutralised.

The biggest beneficiary of the safety car was Mercedes driver George Russell. After starting 12th on the grid (following a mistake in qualifying) he decided to start the race on the hard tyre. On team radio he said to his engineer that it was worth gambling on waiting for a safety car and that strategy paid off. When the snake of cars lined up to go racing ahead, he was running in seventh behind Hamilton, but with the advantage of fresh rubber.

During the safety car, fourth-placed Sergio Perez decided to make a second stop and bolted on the soft tyre to have a go at challenging Sainz for the final podium position. When racing resumed with 10 laps to go, he looked set to pounce.

On lap 52 of 57, Perez overtook the Ferrari into Turn 1 and despite the pair nearly touching, he was ahead for only a few seconds. The Red Bull braked too late and Sainz cut back to retain the position.

Alfa Romeo's Valtteri Bottas had been one of the stars of qualifying and should have finished fifth, but eight laps from the flag he

ran wide at the final corner which allowed both Mercedes past. Hamilton did his best to keep his team-mate at bay, but Russell found a way past at the Turn 11/12 complex. This was the corner that had housed the Hard Rock Beach Club, complete with imported sand, luxury cabanas and mermaids in two swimming pools. It's difficult to know whether the spectators in this particular area noticed the two Mercedes dicing for position in the closing stages...

The first-ever Miami Grand Prix was quite unlike any other Formula 1 race in history. Run around a giant NFL stadium, complete with its own dry-dock marina – made with vinyl to simulate water – it truly was an extraordinary construction. If anything it was more like a festival than a grand prix. But with the appetite for Formula 1 in America at an all-time high and Las Vegas on the schedule next year, promoters might be starting to rethink what's possible in the future.

None of that will concern Verstappen though. Back to Europe he heads with a small dent in Leclerc's points lead.



Ocon bounced back from crash to land points for Alpine

PORSCHE AND AUDI CONFIRM INTENTION TO JOIN GRAND PRIX GRID

Parent group VW says green light has been given for Formula 1 programmes



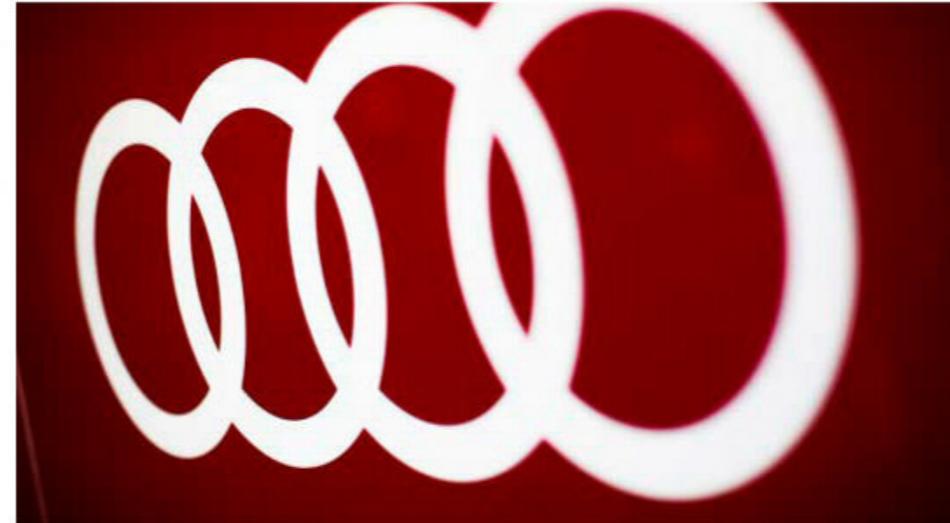
There are rumours linking Porsche with a Red Bull tie-up

By Matt James

German marques Porsche and Audi will join the Formula 1 grid from 2026, when new powerplant regulations come into force.

Both firms are under the Volkswagen Group umbrella and its chief executive officer Herbert Diess revealed the news in a YouTube broadcast last week, shortly after Motorsport News had closed for press.

Porsche is expected to tie up with Red Bull, which has recently created its own powertrains division in the wake of Honda's departure from the top level of the sport. Audi, meanwhile, is thought to be eyeing up buying an existing outfit. McLaren has ruled itself out, with its boss Zak Brown stating that the team will remain as it is, while other outfits thought to be in discussions with Audi include Sauber (Alfa Romeo), Aston Martin and Williams.



Audi would be making its first foray into racing's top flight

Both Porsche and Audi are waiting for confirmation on the exact nature of the new-look F1 engine regulations, which are due to come into force in 2026. The architecture of the motors will remain the same with a 1.6-litre hybrid turbo, but the hybrid system will be simplified and the MGU-H, which recovers and redeploys energy from the turbocharger, will be scrapped.

Diess said: "If you do motorsport, you should do Formula 1 as that's

where the impact is greatest. What's more, you can't enter Formula 1 unless a technology window opens up which means, in order to get in there, a rule change: so that everyone starts again from the same place. You can only get onboard if you have a major rule change. That means you can decide now to do Formula 1 – or then probably not again for 10 years. And our two premium brands think that's the right thing to do, and are prioritising it."

HAMILTON AND FIA MEET OVER JEWELLERY ISSUE

Seven-time title winner Lewis Hamilton has been given a two-race exemption over some of the jewellery he wears after the FIA demanded that all drivers remove all items when they are in the grand prix cockpit.

The sport's governors have clamped down on jewellery and have also checked all the drivers' fireproof underwear to make sure they fitted with the regulations.

Hamilton lashed out at the FIA's decision ahead of the weekend, and he said that he has some items that can't be easily removed. "It is like a step backwards," he said on Friday.

"You think about the steps we are taking and the more important issues we need to be focusing on."

Hamilton's view was supported by AlphaTauri driver Pierre Gasly and Aston Martin ace Sebastian Vettel. After Hamilton's meeting with the FIA medical team before the race, he agreed to remove all the jewellery he could and he has been given until the end of May to get rid of the items which were difficult to remove.

●Sebastian Vettel said he was taking the mickey out of the FIA's clampdown by wearing his undergarments over his race suit during Friday morning.



It is all pants: Vettel's stand



Hamilton: has two races...

DOUBLE W SERIES GLORY FOR CHADWICK

Jenner Racing's Briton took two victories



Two-time champion Jamie Chadwick wrapped up a brace of victories in the opening rounds of the W Series in Miami last weekend.

Victory in the first race was taken on the final green-flag lap of a safety car-affected event. Chadwick, in her Jenner Racing machine, had lost her early lead to rival Emma Kimilainen, but battled back ahead on the final tour.

Kimilainen was spun out of second place at the final hairpin, which led to second-place finisher Marta Garcia being penalised. That allowed Brit Jessica Hawkins to take a career-best second.

Chadwick dominated the second race to fend off Nerea Marti, while Alice Powell recovered from an accident in race one to complete the podium.

"I was much happier with my race two win," said Chadwick. "I didn't feel like I truly deserved the race-one win, but we worked hard to improve the car."

F1 boss: German GP could return

Formula 1 head Stefano Domenicali has said that he is interested in the "motorsport landscape" in Germany with the announcement that Audi and Porsche are going into grand prix racing.

The German Grand Prix was dropped from the calendar in 2019, but the Nurburgring was added to the disrupted 2020 schedule which was rejigged due to the Covid pandemic.

Speaking in a conference last week, grand prix racing's chief executive officer Domenicali said: "No matter who will be

the promoter, we need to see what could be the action, if needed, that we can recover that in the calendar."

Despite Domenicali's positive words, four-time World champion Sebastian Vettel said he was doubtful the German GP would return.

"It is a shame losing out in Germany, it would be a shame losing out in Spa, it would be a shame losing out in Spain, which where was a lot of talk about," said the Aston Martin racer. "If these countries are not ready to pay the high entry fees anymore, they will fall off that list."



Could Formula 1 be set for a German return?

TOYOTA RIDES OUT THE STORM AT SPA TO WIN

Toyota claimed its maiden World Endurance Championship win of the season in dramatic fashion at Spa Francorchamps last weekend in a race that was hit by a spate of accidents in tricky conditions and featured three red flags.

World champions Mike Conway, Jose Maria Lopez and Kamui Kobayashi were at the head of the pack when the final part of the interrupted event began, with a two-hour dash to the flag. Lopez stretched out a lead on intermediate tyres on the drying track and, when the chasing Alpine of Sebring winners Matthieu Vaxiviere, Alexandre Negrao Nicholas Lappierre was forced to take its final halt, the Japanese care prevailed by 17 seconds. The second Toyota of Sebastien Buemi,

Brendon Hartley and Ryo Hirakawa had been forced out after just 29 laps with a hybrid problem.

LMP2 winners, the WRT crew of Robin Frijns, Rene Rast and Sean Gelael, were third overall after pushing the Hypercars for pace in the mixed conditions.

James Calado was forced to look to his mirrors over the latter period to keep his AF Corse Ferrari 488, which he was sharing with Alessandro Pier Guidi, ahead of the Porsche of Michael Christensen and Kevin Estre in GTE Pro.

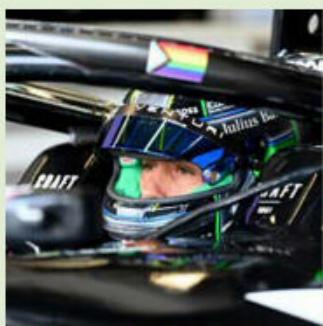
Proton Porsche driver Harry Tincknell, sharing with Sebastian Priaulx and Christian Ried, held off late pressure from the TF Sport Aston Martin of Marco Sorensen, Henrique Chaves and Ben Keating to claim the GTE Am division



The surviving Toyota Hypercar claimed the win

RACING NEWS

Photos: Motorsport Images



Di Grassi is excited

SAO PAULO TO HOST FORMULA E FOR FIVE SEASONS

Bosses of the all-electric Formula E series have revealed a five-year contract to host a race in São Paulo in Brazil.

The event will take place in the city centre on a street course and it is expected to host the event in March. The new deal, which is pending a rubber stamp from the FIA, could reach fruition in time for the race to take place when the new Gen 3 version of the Formula E machine is introduced in 2022-2023.

Championship chief officer Alberto Longo said: "The country has a long-standing passion for motorsport, it is a big market as one of the largest countries in the world, São Paulo itself is a historic race location."

Formula E racer and 2016-2017 title winner, Brazilian Lucas di Grassi, welcomed the plan. The Venturi Racing driver said: "Not only does this milestone signify the return of the pinnacle of electric motorsport to South America but it's an important step towards the electrification of the Brazilian automotive market. On a personal note, there is nothing like the pride and incredible energy of the Brazilian racing fans."

Formula E is also due to have events in Cape Town in 2023, while Hyderabad in India and Vancouver in Canada are set to join too.

TRIBUTES PAID TO 1950S FORMULA 1 TRAILBLAZER TONY BROOKS

British hero remembered as he passes away aged 90

By Matt James

Tributes have been paid to six-time grand prix winner Tony Brooks who passed away last week.

The Cheshire driver began racing in 1952 in national events and his star shone brightly and he was racing in Formula 2 as soon as 1955. He was drafted into the Connaught team and claimed a famous win in the non-championship Syracuse Grand Prix later that season.

He went on to drive for BRM before joining Vanwall alongside Stirling Moss and Stuart Lewis-Evans in 1957. He won his maiden World championship F1 race at Aintree during that season while sharing a car with Moss and in 1958 finished third in the points. He was runner-up in the standings after a switch to Ferrari in 1959.

The qualified dentist retired from the sport after the 1961 season, citing the increasing risks of taking part in motor racing during that period as the reason.

Ferrari said in a statement: "We pay homage to Tony Brooks, a fantastic driver who contributed to our legacy."

F1 CEO Stefano Domenicali also paid a tribute to Brooks, saying: "He was part of a special group of drivers who were pioneers and pushed the boundaries at a time of great risk."



Brooks won at Aintree in 1957



Brooks was respected by his rivals

POWELL TO COMPLETE BTCC WITH TEAM HARD

Sportscar racer Will Powell will switch to the British Touring Car Championship for the remainder of the season, driving the Team Hard Cupra R originally earmarked for Jack Goff.

Goff was forced to stand down just ahead of the season as his deal collapsed and now British Endurance title winner Powell,

from Kent, will complete the remaining 27 rounds of the year, starting at Brands Hatch this weekend. Powell is the founder of Motus One racing team which works with drivers and existing squads.

The 37-year-old has previously co-driven the Brabham BT62 sportscar with David Brabham

and raced a McLaren GT3 car alongside Dave Scaramanga.

"This is the realisation of a boyhood dream," he said.

"I believe that the BTCC is the pinnacle of British motorsport. I don't underestimate the scale of the challenge facing me, but I am relishing joining the grid."



Powell says he will be realising a dream with BTCC bid



Porsche's LMDh will find its way into customers' hands

PORSCHE TO SUPPLY PRIVATEER MACHINES FOR IMSA AND WEC

Porsche has said it is prepared to offer four of its new LMDh sportscars to customer teams when it hits the track in 2023 alongside its four works entries.

The German firm will support cars in both the World Endurance Championship and also in the US-based version, IMSA.

It will echo the days of the Group C Porsche 956 and 962C in the 1980s, when the Weissach firm's products were run by

several leading privateer teams.

Porsche chiefs say they have no preference if a single team wanted to run cars in both IMSA and WEC, or whether it would be two two-car teams in each competition.

Porsche Motorsport boss Thomas Laudenbach told Autosport: "It could be up to two in each [series]. We are saying that that is the maximum and we can't do more than that."

One thing is clear, it is not about as selling as many cars as we can – that's not our goal.

"With such a high-level prototype, if we sell a car to a race team, first of all it is important that the team is at a certain level to handle it and then that we can support them. We want to make sure they have everything to be competitive."

Laudenbach also added that there could be further scope to

support more teams in the future once the product had been proven and the quality of the squads operating the cars had been established.

"With another season we can build in more support capacity," said Laudenbach. "We will have learned more about the car and more about working with customers. If we have one or two cars more later on, that will be fine."

ABT BACK TO FORMULA E AS A CUSTOMER TEAM FOR 2023

The title-winning Abt Motorsport team will return to the Formula E grid in time for the Gen 3 chassis introduction for the 2022-2023 campaign.

The squad, which joined Formula E during its maiden season and won the first-ever round in 2014

with Lucas di Grassi, withdrew at the end of the 2020-2021 season. Abt, which previously ran the Audi works attack, will operate as a customer team initially and will name its powertrain supplier shortly.

Team boss Hans-Jürgen Abt said:

"Formula E has always had a big place in our hearts and we have never made a secret of the fact that we want to be back. We are now talking to our current and potential partners. The goal is to bring a strong team, both on and off track."

Mercedes Formula E driver Stoffel Vandoorne has been linked with a switch to the newly formed Penske DS squad for the 2022-2023 campaign. Merc will leave the series and the former McLaren F1 driver is tipped to line up alongside Jean-Eric Vergne.



Abt won the first-ever Formula E race in China, 2014



Photos: Jakob Ebrey Photography, Porsche Carrera Cup GB/Dan Bathie, Parker Revs Motorsport



King gets even more seat time

RISING STAR KING ADDS BENELUX CAMPAIGN

British rising Porsche star Harry King has added a Porsche Carrera Cup Benelux campaign with Parker Revs Motorsport to his 2022 schedule, starting with a double win at its Spa season opener last weekend.

BRDC Superstar King, 21, adds the programme to racing in the Formula 1-supporting Porsche Supercup this year with Lechner Racing, wherein he took third place in its recent Imola round one.

Parker Revs is a partnership between Team Parker Racing – with which King took a dominant 2020 Carrera Cup GB title – and Revs Motorsport. King also joined Parker Revs for a one-off Benelux series Red Bull Ring appearance last year, winning both races on his circuit debut.

King said: "My goal is the championship. I have good memories of working with Patrick de Groot at Parker Revs Motorsport.

"I will be doing this alongside my Supercup commitments, to enjoy consistent track time and keep myself race fresh. My aim for the programme is to extend my knowledge of the circuits."

"In addition, more consistency in the car will mean I am more comfortable and that will only help for my Porsche Supercup campaign."



Collard comeback in British GT

COLLARD REPLACES MITCHELL IN BRITISH GT

British GT championship runner-up Jordan Collard replaced Jack Mitchell in the Speedworks-run Toyota Gazoo Racing UK Supra GT4 at last weekend's Silverstone 500 due to Mitchell hitting sponsor issues.

The 2018 British GT4 champion Mitchell made his Toyota bow at British GT's Oulton Park season opener last month alongside Tom Edgar. Mitchell also recently started a 2022 Mini Challenge JCW campaign and joined British Touring Car Championship frontrunner Motorbase's driver academy.

Collard has raced McLarens in British GT4 since 2019, finishing a close championship runner-up with HHC in 2020 and placing third in 2021's table with Team Rocket RJN.

Speedworks boss Christian Dick told Motorsport News: "Jack Mitchell ran into a couple of issues with a sponsor so that meant he couldn't commit to the rest of the season. Jack had done a great job for us but ultimately we've got commercial decisions to make."

"And with Ricky [Jordan's brother] racing in the BTCC for us there was a conversation had at Donington Park with Jordan's father Rob and it went from there. Jordan was going to be high on the list to get in the car, he's got a lot of GT4 experience and good-quality experience. He's got a Ginetta Junior background so he's going to be ideal to help understand where Tom Edgar is at and help to bring him along."

PORSCHE LEADER GRAHAM JOINS BRITISH GT GRID

Carrera Cup GB table topper now adds British GT4 attack in Valluga Porsche

By Graham Keilloh

Porsche Carrera Cup GB points leader Matty Graham has added competing in Valluga Racing's British GT Porsche 718 Cayman GT4 to his 2022 itinerary starting at last weekend's Silverstone 500.

Graham, 25, took a win and third place at last month's Carrera Cup GB Donington Park curtain raiser having clinched an 11th-hour season's deal with Redline Racing.

Now he adds a British GT programme in the Valluga Porsche that team owner Benji Hetherington

alongside British GT4 champion Ross Wylie took a third and fifth place in at Oulton's season opener.

The move follows Graham impressing in a recent surprise Valluga Porsche GT Cup Brands Hatch outing, taking a class win and second place. Graham therefore joins his brother-in-law Wylie in Valluga's British GT Silver Cup pairing.

Graham also has 2016 and '17 British GT4 experience, taking a Spa '17 double win.

Hetherington told Motorsport News: "For us to have someone of Matthew's calibre in for the rest of

the year and also for it to be secured for the foreseeable is really good.

"He'll be doing both series [British GT and Carrera Cup]. We'll manage that as best we can, we'll do whatever we need to."

"It all quickly [after the GT Cup weekend] became quite clear that there was something we could do with Ross and Matty which would be a little bit more secure going forward, because as much as enjoy racing, the economics of me driving the car catch up with me very quickly."

● Graham tells us about his Carrera Cup season opener on p33



Graham (r) joins brother-in-law Wylie



Two British GT race results have been thrown into doubt by appeal

BRITISH GT RACE RESULTS PROVISIONAL

The results of last weekend's British GT Silverstone 500 and the preceding Oulton Park double-header's race two are provisional due to RAM Racing's ongoing appeal of the Cheshire result.

Due to Oulton's result not being finalised, that race's top-three GT3 and GT4 finishers will have their 20, 15 and 10-second success penalties applied retrospectively to Silverstone's result once RAM's appeal is heard by the national court.

RAM's Ian Loggie and Jules Gounon in the contested Oulton race finished first on the road, but got their race-one success penalty applied post hoc due to a red flag during the pit window when the penalties are usually served. This dropped the Mercedes to fifth.

Organiser SRO is "eagerly awaiting" confirmation that this matter will be fully resolved before British GT's next round, at Donington Park on May 28-29.

READE IN GINETTA RETURN WITH OWN RACE TEAM

Ginetta GT4 Supercup podium finisher Luke Reade will continue in the championship this season now with his own category debutant team Wolf Motorsport.

Former Mini Challenge and Renault UK Clio Cup racer Reade initially joined the GT4 Supercup for 2020's final two events and took two top-six finishes. The 28-year-old Kent racer then did a full campaign last year and was a regular frontrunner, taking eight top-10 finishes topped by an Oulton Park third place.

Reade has set up Wolf Motorsport with GT4 Supercup race-winner Carlito Miracco and his family. The team hopes to add a second car at a later date.

The latest campaign for Ginetta's flagship championship starts this weekend at Brands Hatch on the TOCA package.

Reade said: "It has been very touch and go over the winter months trying to connect all the dots, so I am super happy we've got it done. Together I really feel we can have a super successful year."



Reade has started own Ginetta team

RACING NEWS

IN BRIEF

Gilkes back

Megan Gilkes was able to maintain her 100% attendance in GB4 this season at Silverstone last weekend after once again confirming shortly before the meeting she'd compete with Hillspeed. Gilkes took a race win while competing with a one-off Hillspeed deal in GB4's inaugural Snetterton meeting last month, then confirmed her round-two Oulton Park return after securing sponsorship shortly beforehand.

Reverse tweak

British Formula 4 has revised its reversed-grid format for 2022, starting at last month's Donington Park season opener. Now the reversed-grid race, usually the meeting's second race, gets its starting order by reversing the 10 fastest overall qualifying times. In 2021 the full grid was reversed.

Hard charge

JHR Developments' British Formula 4 racer Georgi Dimitrov won a free set of Pirelli tyres for testing after winning the tyre company's inaugural Hardest Charger Award for his overtaking exploits during Donington Park's season-opener weekend. He and Virtuosi's Edward Pearson tied on the number of positions gained, and championship points were used as a tiebreak.

Junior change

Ginetta Junior introduced a new qualifying format at its Donington Park season opener last month. Drivers were only permitted to do three flying laps, and were released from the pits at four-second intervals and had to remain in that order during the out-lap. The change is designed to prevent cars gaining an advantage from towing by team-mates.

Langford in

Longstanding 750 Motor Club member Thomas Langford has been appointed new F1000 raceday coordinator. Langford has widespread motorsport experience, and in the last year has also fulfilled coordination and promotional duties for 750MC's Sports 1000 and Bikesports championships.

Remembrance date

The latest Race of Remembrance will take place this year on November 11-13. The Mission Motorsport charity event includes an Anglesey 12-hour endurance race held around a pitlane Remembrance Sunday service, plus sim and karting events. The Anglesey race will once again be run in partnership with the British Racing and Sports Car Club.



OLDFIELD AND ROMANEK STEP UP TO GB4

Formula Ford frontrunner team and driver make their slick-and-wings race debuts at Silverstone

By Graham Keilloh

Formula Ford 1600 frontrunner team Oldfield Motorsport graduated to slicks-and-wings racing at the GB4 championship's Silverstone triple header last weekend with its FF1600 race-winner Lucas

Romanek behind the wheel.

Oldfield took Josh Smith to victory in 2018's Formula Ford Festival plus has won several FF1600 championships. The team was among those announced late last year as intending to enter the new GB4 championship, and has now made its category bow in

Silverstone's round three.

Its team principal James Oldfield has slicks-and-wings competition experience having previously worked with Arden.

Romanek, 18, joined the Oldfield team halfway through 2021 and last month at Knockhill took his first National FF1600 win,

supplementing Champion of Brands and Martin Down Trophy victories. Like his team, he made his GB4 debut at Silverstone.

Oldfield said: "We're looking forward to this new challenge, but we're not strangers to this sort of car. We've been working very hard

behind the scenes to be as prepared as possible.

"He's [Romanek] progressed very well with us in Formula Ford, and he did a great job when he tested the GB4 car at Donington a few weeks ago."

Romanek added: "It is a big step up from Formula Ford in terms of grip and downforce."

KEVIN MILLS AIMS FOR TREBLE

Kevin Mills Racing is seeking with immediate effect to expand its new GB4 championship effort to three cars after exceeding its results expectations in the early rounds.

The decorated Formula Ford squad has so far entered two cars in the new championship for Jarrod Waberski and Tom Mills. The outfit topped the GB4 teams' standings heading

into last weekend's Silverstone meeting.

Kevin Mills said: "We entered GB4 expecting to hold our own towards the front of the grid, but we've exceeded even those expectations so far.

"The team has done a fantastic job adapting to the new machinery, while Tom and Jarrod have really stepped up to the new challenge too. Both have so much more

potential to come as well.

"It was always our intention to run three cars in the category, and having done so well straight away at Snetterton and Oulton Park, this is the perfect time to expand our line-up. We're already taking calls from drivers interested in testing with us, and invite additional queries from interested parties."



Kevin Mills wants two into three to go in GB4



Graham Hill Bend is among sections to get a facelift

BRANDS HATCH HAS MAJOR RESURFACING

Brands Hatch's track last month underwent its most significant resurfacing in 12 years with the surface re-laid at several points of the lap.

The works included a major renewal of the Paddock Hill Bend surface, newly laid asphalt at Graham Hill Bend, resurfacing from the exit of

Westfield, down Dingle Dell up to the entry of Sheene Curve, plus repairs to sections of the surface on the run down to Clearways where the GP loop rejoins the Indy circuit.

These developments, planned for six months, follow several venue improvements made over

the winter, including to barriers and tyre walls.

Brands Hatch circuit manager Mike Lally said: "We want to ensure that Brands Hatch continues to offer all participants a first-class on-circuit experience, and this major resurfacing work underlines that commitment."

MCLAREN APPLIED SETS FEMALE ENGINEER COMPETITION

A member of the next generation of female engineers has a chance to win a McLaren factory tour and other support in a new McLaren Applied competition.

McLaren Applied has partnered with Warwick and Cranfield Universities plus Females in Motorsport and they will hold a McLaren Technology Centre event

on June 24 celebrating International Women in Engineering Day.

Five female STEM students will get a McLaren Technology Centre tour, a networking lunch and Q&A with McLaren Applied's network of women in STEM-related careers, plus up to a year of ongoing mentorship.

Warwick and Cranfield University have both nominated two students, and the final participant will be selected through Females in Motorsport's online competition 'STEM Search'.

Women over the age of 18 and currently studying a STEM subject can apply at femalesinmotorsport.com and submit a 30-60 second

video outlining why they enjoy studying their subject and how they would benefit from the offered opportunity.

McLaren Applied head of HR Lynette Prag said: "We're proud of the culture and opportunities we're creating at McLaren Applied and are keen to establish ourselves as a female-friendly workplace."



McLaren Applied wants to encourage next generation

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RALLY NEWS

GRAVEL TIME KEY TO BREEN'S RALLY PORTUGAL CHANCES

Irishman aims to build on gravel knowledge in Ford Puma Rally1 with strong Portugal pace

By Graham Lister

Craig Breen believes he's well placed to build on his return to form in Croatia when Portugal hosts the fourth round of the World championship next week.

Breen made up for his tough Rally Sweden – where he came away with a single point following an early off – by challenging for a podium on the asphalt-based Croatia Rally last month.

The Irishman eventually finished fourth on an event that provided his first running in the wet aboard his M-Sport Ford Puma Rally1. He now plans to capitalise on his significant gravel running in the hybrid-powered car on Rally of Portugal from May 19-22.

Breen tested on gravel in Spain last season and at M-Sport's private testing facility in Cumbria. He has also completed his pre-Portugal test in the country.

"We've done a good bit in the gravel car," Breen told WRC.com. "We're well prepared. We have a good idea of what to expect from the car on the loose."

Breen has not contested Portugal's World championship counter since

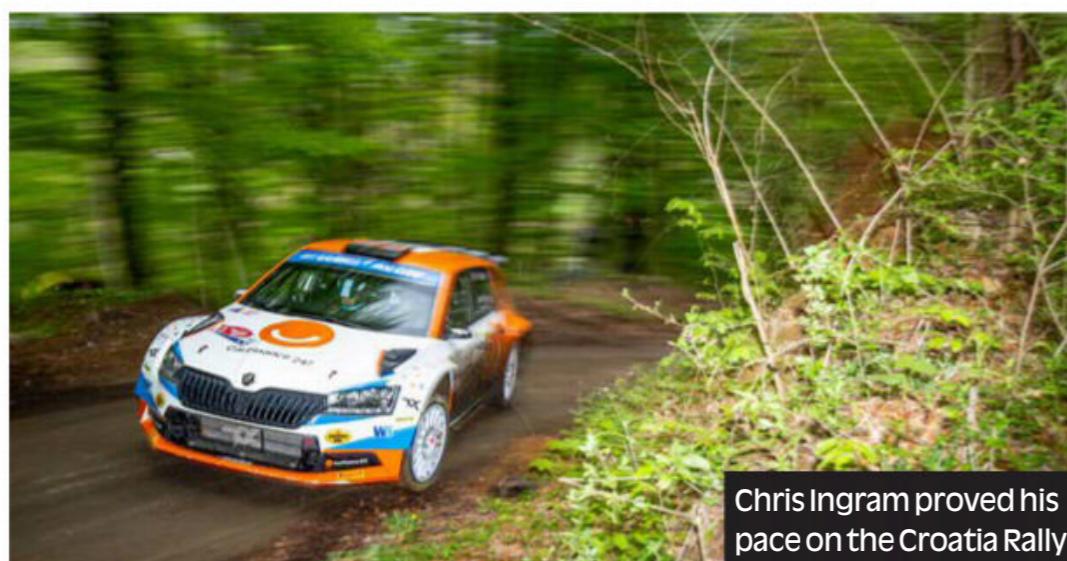
2018 although he and co-driver Paul Nagle completed a recce of the route last season when they were still part of the factory Hyundai line-up.

"There were some positives and negatives in Croatia, I didn't quite feel the confidence to go absolutely flat," Breen said. "Hopefully we can put that right in Portugal. It's always a good event and it's good to be getting going with the season now. The break between Sweden and Croatia was a bit long, I'm looking forward to getting to some events now."

Breen holds third in the provisional championship order after three rounds and will therefore start third on the road on the opening day of the Matosinhos event, the first gravel round of the season.

He's three points ahead of Sébastien Loeb, who will make his second appearance of the season for M-Sport in Portugal driving a fifth Puma.

Briton Gus Greensmith and Corsican Pierre-Louis Loubet are also part of the team, while Frenchman Adrien Fourmaux keeps his place despite speculation that he would be stood down following his second car-wrecking crash of the campaign in Croatia.



INGRAM HOPING CONSISTENCY BRINGS MORE BUZZING

Chris Ingram admits he needs to be more consistent to fight at the front in the WRC2 category.

Briton Ingram, 27, was fifth in WRC2 Open and third in WRC2 Junior on the Croatia Rally, his first World championship event with new co-driver Craig Drew. But he told Motorsport News afterwards that he could have done better and is targeting an improvement on Rally

of Portugal next week. Ingram said: "Croatia was a really promising event, my first WRC event with Craig. We set some really quick times, the highlight being the third overall on the penultimate stage.

"We started strong but I struggled a bit with the changing conditions, simply due to a lack of practice in mixed conditions recently and not really having a

strategy for it. We had three punctures and aside from that we would have been close to the leaders."

The highlight of Ingram's Croatia Rally was undoubtedly his standout third fastest overall time on the rain-hit penultimate stage, thanks largely to his decision to carry two wet-weather tyres as spares aboard his Toksport-run Skoda Fabia.

"There was no phone signal

but when we did find out [the time] we were absolutely buzzing," Ingram said.

"We just drove really smooth, made quite a good tyre choice, had good set-up and we didn't let the weather faze us, we just carried on confidently."

"It's just about getting the consistency now because we have shown we've got the speed and we hope we can show that consistency in Portugal."

ARMSTRONG GETS MORE ERC ACTION

Rising star Jon Armstrong is set for back-to-back events in two different types of Ford Fiesta.

The Northern Irishman is contesting this week's European Rally Championship Rally Islas Canarias in a Fiesta Rally4 before he returns to Junior WRC duty on Rally of Portugal the following weekend in a Fiesta Rally3.

Armstrong will be a leading contender for ERC4 points on Rally Islas Canarias before he heads to Portugal where he will attempt to regain his outright Junior WRC lead following a frustrating Croatia Rally that left him tied on points with class rival Lauri Joona.

Armstrong, who won ERC3 on the Azores Rallye in March, is a Rally Islas Canarias rookie. Irish co-driver Brian Hoy is also new to the event.

BRITISH CO-DRIVER MORTON SET FOR JUNIOR ERC OPENER

The restructured Junior ERC Championship has attracted a 14-strong entry for the opening event of the season, this week's Rally Islas Canarias.

Although no British drivers appear on the list, British co-driver Jack Morton will be in action alongside Norwegian Ole Nore Jr in a Ford Fiesta Rally4. The pair won the Junior section on the British championship season-opening Rally Tendring and Clacton last month. While Morton is new to the Tarmac event, Nore took part on the rain-affected 2020 edition in a Renault Clio Rally5 and finished third in the Junior ERC category.

Having operated a two-tier

format based on driver age and car performance since 2017, there will be one level only in Junior ERC from this season for drivers in Pirelli-equipped Rally4 and Rally5.

If the title winner competes in a Ford Fiesta Rally4 they will get a prize drive in the full five-event FIA Junior WRC Championship in 2023 plus a full day of pre-season training at the John Haughland Rally School in Norway.

Should the Junior ERC champion use a car from another brand to take the coveted title then a four-round Junior WRC prize drive awaits him or her in 2023.

Drivers must be 27 or under at the

start of the year to be eligible.

Iain Campbell, the ERC manager, explained: "Junior ERC is a vital component of the ERC and has performed a role in providing a step up from national to international level for a vast array of young drivers.

"At the same time, Junior ERC has also equipped these drivers with the skills needed to take the next step of their careers."

Junior ERC takes place on six rounds of the European championship, which continues on Rally Islas Canarias following the gravel events in Fafe and the Azores in March. Azores-winning Spaniard Efren Llarena is the top seed.

ESSENTIALS

Rally Islas Canarias

May 12-14
ERC round 3/8
Base: Las Palmas, Gran Canaria

Surface: Tarmac
Stages: 13
Distance: 120.57 miles



Nore Jr and Brit Jack Morton will be reunited

RIGHT-HAND-DRIVE REGULATION RESOLUTION FOUND IN IRELAND

Breakthrough allows R5 and Rally2 drivers to now run on a level footing

By Jason Craig

Three-and-a-half years after the request was first made, R5 and Rally2 cars converted to right-hand drive are set to be put on a par with their homologated equivalents in the Irish Tarmac Championship.

The rule change is expected to take effect at June's Donegal International Rally. It means all cars in this class will be eligible to win any of the five closed-road international rallies in the Republic of Ireland.

Until now, only left-hand-drive R5 and Rally2 cars could compete for overall honours, a situation top drivers have repeatedly asked to be changed.

In March, Tarmac champions Garry Jennings and Tim McNulty pulled their support for the championship, frustrated by the lack of movement on the long-running issue.

Irish Tarmac Championship manager Paddy Flanagan has been the go-between

since 2018, taking the views of competitors to the Tarmac Rally Organisers' Association which, in turn, has been liaising with Motorsport Ireland.

Flanagan said: "Motorsport Ireland always said it would happen but these things take time – maybe more time than some would have liked – but the upcoming rule change is a fantastic step.

"Everyone associated with the championship realises this is a big moment for the series. This has been running on and on and it's great to see things are starting to move in the right direction."

Once the rule change is set in stone, competitors like Jennings and McNulty will be expected to provide Motorsport Ireland with an engineers' report that certifies the work that has been carried out in switching the car to the right-hand drive is up to safety standards.

As spokesperson for MI said: "The rule change is closer. Everyone wants this rule change to happen. It takes time because it has to go through the correct process."



All competitors can now take wins

FANS RETURN TO NICKY GRIST STAGES

A year on from an event that was forced to run behind closed doors with no spectator access, the Nicky Grist Stages, due to take place on July 9, will once again run with spectators on the gravel stages in the Epynt region of Wales.

As the first gravel round of this year's British Rally Championship, the fifth event of the BTRDA season and round four of the Welsh National Championship, a bumper entry is expected for the Builth Wells-based event.

Clerk of the course Neil Cross said: "This summer, we will run our tried-and-tested one-day event format featuring some of the very best classic gravel stages on the Epynt military range and in the Halfway and Crychan forest complex.

"This year's stages will include a few interesting tweaks that will provide competitors with some new sections of top-quality roads, some of which have never been used on the event before."

Last year's Nicky Grist Stages was the

first major rally to run in Wales after the Covid-19 enforced suspension of motorsport events. All these restrictions will be lifted this summer.

With the support of Powys County Council and Builth Wells Town Council, the 2022 event will move back into the centre of the market town. The event will cover 44 stage miles, with a loop of four stages run in the morning and repeated in the afternoon. The compact route will have just 80 road miles.



Fans will be able to watch the action on July's Nicky Grist event

DEVINE BUOYED BY LAKES VICTORY

Callum Devine feels his final-stage win at the Rally of the Lakes in Killarney could be a key to what is to come from his VW Polo R5 during the remainder of this season's Irish Tarmac Championship.

Devine and Noel O'Sullivan secured a first victory of 2022 when Alastair Fisher and Gordon Noble slid off on the final stage. Going into the last stage – the second run through Caragh Lake – the crews were separated by just 3.1s. But Fisher misjudged his braking mid-stage and his Polo R5 left the road.



Devine: Title target is revived

Devine took no chances and dialled back his speed to safeguard top spot, which he took by more than a minute from the Hyundai i20 R5 of Josh Moffett.

Second in Killarney preserves Moffett's place at the top of the standings after four rounds, while Devine is now firmly in the title mix going to Donegal in June.

"It feels great. We're really happy to get the win, especially on such an iconic event," said Devine, who made the switch from a Ford Fiesta Rally2 after the West Cork Rally when a gearbox issue forced him into retirement. "We knew that we needed a win soon in order to stay in contention for the title.

"As for the car, I think there's always room for improvement in the set-up. In saying that, it felt really good last weekend and given our pace, it shows that we are heading in the right direction," he added. "Killarney was only our second rally in the Polo and we're still learning plenty about the car and its potential."

TOMLIN AIMS HIGHER AFTER TIPS FROM THE CHAMPION

Race and rally driver David Tomlin hopes that some recent coaching from British Rally champion Matt Edwards will help him move up the results in his Ford Fiesta R5 campaign in the Welsh National Rally Championship.

Tomlin, who stepped up from his historic-spec Ford Escort Mk2 last season, also races a Ford Sierra RS500 Cosworth and will next drive the rally car on the Plains Rally, due to take place on May 21. Keith Ashley will once again be co-driving.

On the recent Rallynauts Stages, Tomlin set some encouraging stage times before retiring on the second Hafren stage when he beached the car, undamaged.

"Hopefully we can make some progress on the Plains and having time in the car with Matt was really useful," said Tomlin.

In October, Tomlin will contest the Modena Cento Ore classic race and rally tour in Italy in the Escort with his wife Hilary co-driving.



Tomlin is hoping to put the lessons to good use in Welsh campaign

RALLY NEWS



Photos: Martin Walsh, Paul Lawrence

McGarrity is happy with VW switch

McGARRITY TAKES THE POLO ROUTE

Multiple title winner cautious on prospects for Northern Irish Rally Championship chase

By Jason Craig

Derek McGarrity has said "time will tell" if his switch to a new car for the remainder of the Northern Ireland Rally Championship will have the desired effect.

McGarrity has turned to a Volkswagen

Polo GTI R5 for the final three rounds of a championship he has won a record eight times. He tested the car last month and made his competitive debut in it at the Circuit of Ireland Rally over the Easter weekend.

McGarrity enjoyed a largely trouble-free run on the Easter event, although he

was pipped to the National Rally spoils by 2.3 seconds by Ford Escort Mk2 driver, Daniel McKenna.

"The test was very good – I covered 30 miles in it and it felt great but time will tell," said McGarrity, who trails defending Northern Ireland champion Jonathan Greer by five points after

the opening two events at Kirkistown and Bishopscourt. "We have a good set-up for the car, so now it's a matter of learning to drive it and getting the best from it. I've fancied trying one for a while and it appears to be the car to have," he added.

Round three of the championship, the Maiden City Stages, is on May 21 and

switches to closed public roads for the first time this season.

Other leading entries include Joseph McGonigle in a Ford Fiesta Rally2, Cathan McCourt in a Skoda Fabia Rally2 and Irish Tarmac and Irish National Rally champion Donagh Kelly in a Volkswagen Polo GTI R5.



Tackling the Isle of Man challenge is boost for Davies

DAVIES READY FOR MANX DEBUT

Ford Escort Mk2 driver Oliver Davies will achieve a long-held ambition to rally on the Isle of Man this weekend when he contests the Manx National.

Bridgnorth-based Davies has an ultimate specification Escort with a potent Kevin Gallagher engine, sequential gearbox and four-way adjustable Reiger dampers.

"It's everything you want in an Escort," said Davies who watched the TT motorbike on the island many years ago but has never rallied there. Davies and co-driver Ben

Innes have done about half a dozen events in the car.

"I always wanted to do the Manx National and needed the right car," added Davies. "Now we've got the car, we'll go and see how we get on. I'll be having a go but will try and keep it sensible."

Recent results included second on the AGBO Stages at Weston Park, an event he has won nine times, after clutch issues and a non-finish at Clacton despite chasing the top BRC crews over the first two stages.

SLIGHTS RETURNS TO THE FOREST STAGES AFTER SEVEN-YEAR GAP

Former BTRDA Rally First champion Ash Slichts will return to forest rallying for the first time in seven years on Saturday's Border Counties Rally.

Slichts is best known for driving a Toyota Yaris but will now use a 1400cc Ford Escort Mk2 prepared by his own AshFab Motorsports Developments. The car started life as a spare bare bodyshell and has taken three years to build. It features a Wayne Mitchell engine, a six-speed sequential gearbox and Proflex suspension.

Slichts made his debut in the car on asphalt at the East

Riding Stages in February and finished 34th and second in class. Plans for gravel events involve using it to test a home-designed independent rear suspension which the York-based driver wants to market. He said: "Escorts rely on parts such as Atlas axles, which were not designed to cope with 300bhp Millington-type engines. We hope to develop and produce a stronger, modern version to offer to customers and this car is an ideal test bed. The Yaris was something special. It was high spec. We have made sure to incorporate the same build quality into the Escort."



Slichts will use top-spec Escort as a shop window



BORDER SKIRMISH FOR BTRDA CONTENDERS

Back on the calendar for the first time since 2019, Saturday's Border Counties Rally is the third round of the BTRDA Rally Series and is the first of two quick-fire visits to the Scottish borders for the championship.

Just five points cover the top five contenders after the first two rounds as Matthew Hirst (Ford Fiesta R5) heads Perry Gardener (Ford Fiesta R5), Ian Bainbridge (Skoda Fabia R5),

Russ Thompson (Mitsubishi Lancer E9) and Richard Hill (Lancer E9).

However, pre-season favourites Stephen Petch (Ford Fiesta WRC) and Elliot Payne (Ford Fiesta R2) have each only scored on one event so far. Payne ended the Malcolm Wilson with a wheel off his Fiesta after hitting a rock while Petch went out of the Rallynauts after sliding off the road. Local asphalt ace David

Henderson (Ford Fiesta R5) will add to the mix. With classic stages like Riccarton, Craik and the little-used Elbank and Cardrona stages in the Tweed Valley, a rather disappointing entry of under 80 cars will contest the Jedburgh-based rally.

The previous BTRDA events drew considerably bigger entries with 124 cars on the Malcolm Wilson Rally and 139 starters on the Rallynauts Stages.

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SPORTING SCENE NEWS

ANDERSSON BECOMES FIRST FEMALE TO TACKLE ENTIRE WRX PROGRAMME

Swedish racer teams up with round winner Gronholm for attack on RX1e in 2022

PWR Racing's fresh project



By Hal Ridge

Swedish driver Klara Andersson will become the first female to secure a permanent drive in the World Rallycross Championship this season.

The 22-year-old will line up as team-mate to Niclas Gronholm for the new Construction Equipment Dealer Team. The squad will be operated by well-known Swedish Touring Car Championship team PWR Racing under the PWR RX banner.

Former karter Andersson, who has won rallycross titles in her homeland, made her debut in the one-make RX2e support category to WRX last term.

Gronholm, meanwhile, is a six-time World RX round winner.

World rallycross will be entering its new era this season with each run running spec electric powerplants.

Andersson said: "I am very proud to become the first female full-season World RX driver; this is by far the most inspiring thing I have done in my life. I have a lot to learn, but my long-term goal is to become the first female World Rallycross champion."

"While I have rallycross experience, World RX and the awesome 680hp electric beasts race are new to me. None of us are expecting to get anything for free, we have plenty of hard work ahead of us to establish ourselves at the top."



Gronholm (left) and Andersson

Gronholm is aiming to fight over overall honours in World RX 2022, which will get underway with a launch event at Holjes, Sweden in early July with a non-championship event before the first points-scoring round at Nurburgring in Germany later that month.

Gronholm said: "We need to work very hard for each round and while the team is a new set-up, we have a lot of combined experience and I think we can pull some surprises this year. I'm delighted to race together with Klara, I'm really pumped to get this new and ground-breaking journey going together."

The team is yet to officially confirm what make of cars it will run.

SOLBERG JUNIOR AIMS HIGH ON EURO RALLYCROSS RETURN

Hyundai World Rally Championship driver and RallyX Nordic champion Oliver Solberg will return to rallycross for the second round of the European Rallycross Championship this year in Sweden.

Solberg will race a Hyundai i20 RX1 (Supercar) originally built by Marcus Gronholm's GRX team, and now run by Swedish outfit Hedstroms Motorsport.

Twenty-year-old Solberg prepared for his first

competitive rallycross outing in two years with a two-day test at Holjes in Sweden last month and is targeting a top result in his first Euro RX start.

Solberg said: "We have now done a lot of work on the details of the i20 according to our own

philosophy we had from the PSRX cars, which together with Peter [Hedstrom] and his team's experience of the Hyundai will be really beneficial. Victory is what counts, and while that will be tough, we will bring a good car to the event."

Solberg's father Petter, a two-time World Rallycross champion, has been assisting with setting up the i20 in testing, while engine supplier Pipo Moteurs has delivered its latest-specification engine for the 2022 programme.



Solberg is confident of pace

BRISCA F2 ROUND-UP



Double winner Guinchard locked out Skeggy wins

Guichard back in top gear

Following a blip over the Bank Holiday, 2022 pacesetter Charlie Guinchard returned to winning ways in BriSCA Formula 2 with a dominant display at Skegness last weekend, winning the main events on both days.

Guinchard made rapid progress through the field in Saturday night's final. He was running fifth by half-distance and had risen to third when a big roll for Ben Spence brought about a stoppage. He then picked off Ben Bate and executed a perfect last-bend lunge on long-time leader Jamie Jones to take the win. David Shearing also slipped inside Jones who was then docked two places for jumping an earlier restart.

Guinchard further increased his tally from a full-lap handicap in the night's grand national race, and in his heat on Sunday afternoon. He made light work of Gordon Moodie early in Sunday's final, then passed Tom Bennett, Bate and Adie Whitehead after a restart to take the win. The Hertfordshire racer's form has marked

himself out as the favourite to relieve Moodie of his British Championship title next weekend.

Bank Holiday Monday's action at the same track brought a maiden success for Dale Seneschall Jr while James Rygor took the honours at Mendips Raceway near Bristol.

Mark Paulson

Results

Organiser: Skegness Raceway **When:** May 2 **Where:** Skegness Raceway **Starters:** 24. 1 Dale Seneschall Jr; 2 Adie Whitehead; 3 Billy Webster; 4 Harley Burns; 5 Josh Windch; 6 Ayrton Mills; 7 Ben Bate; 8 Jessica Smith; 9 Craig Driscoll; 10 Emma Mellis.

Organiser: Mendips Raceway **When:** May 2 **Where:** Mendips Raceway **Starters:** 45. 1 Charlie Guinchard; 2 David Shearing; 3 Gordon Moodie; 4 Harley Burns; 5 Jamie Jones; 6 Ben Bate; 7 Liam Rennie; 8 Ayrton Mills; 9 Tom Bennett; 10 Kelvyn Marshall.

Organiser: Skegness Raceway **When:** May 8 **Where:** Skegness Raceway **Starters:** 39. 1 Charlie Guinchard; 2 Adie Whitehead; 3 Gordon Moodie; 4 Ben Bate; 5 Billy Webster; 6 David Shearing; 7 Tom Bennett; 8 Liam Rennie; 9 Harley Thackra; 10 Aaron Vaight.

VERMONT TEAM ADDS TO THE EXPERIENCE IN 2022 NITRO LINE-UP



American team will field a brace of cars

Vermont SportsCar, the team best known for running Subaru America's rally and rallycross programmes, will run a pair of all-electric FC1-X machines in the Nitro RX headline Group E category this year.

While the squad is expected to continue running Subaru WRXs in the Supercar category, it will also field a brace of FC1-X machines for

reigning Nitro RX champion Travis Pastrana and ARX2 title winner Conner Martell in the new single-make class under its own name.

Vermont SportsCar boss Lance Smith said: "This is a big step for our team, and shows we are serious about our commitment to the sport.

"We are proud to have been a seminal force in the rise of rallycross in the USA

beginning over a decade ago but this next step into the electric space – and where Nitro wants to go with it – makes us excited and more optimistic than ever about the future of the sport."

The Vermont team joins Xite Energy Racing and Dreyer and Reinbold Racing as the first teams to sign up to the for the new Group E category for four-wheel-drive, all-electric cars.

BRC POINTS LEADER PRYCE TO TACKLE RX150 OUTING

British Rally Championship leader Osian Pryce will return to rallycross for the third and fourth rounds of the RX150 Rallycross Championship at Pembrey this weekend.

Pryce last competed in the mixed-surface racing discipline in an RX150 buggy in 2016 and will return to the British Rallycross Championship

5 Nations Trophy support class for his home rounds of the 2022 campaign.

He will race a guest RX150 run under the Rockland banner. The car was campaigned by Dakar winner Sam Sunderland in the opening rounds of the season.

Pryce, who won the first round of the British Rally Championship on Rally

Trending and Clacton last month, said: "I really enjoyed myself in 2016, and somehow managed to finish second in the final.

"It's nice to take part in a different discipline of motorsport, and a perfect crossover of two hobbies for me with a motorbike engine in four-wheeled buggy, so it's a win-win for me."



Pryce is relishing RX150 buggy outing

SPORTING TRIAL: BTRDA BY DUNCAN STEPHENS

MAY 1

KEEPING IT VEALE IN CUMBRIA: SHERPA DRIVER KEEPS UP HIS HOT FORM

Josh Veale won for the second time in a week when he claimed the at the Jigger's Jug Sporting Trial victory in Cumbria on the very slippery bluebells.

He took a narrow one-point triumph over Thomas Bricknell. Bricknell dropped seven marks early on to Veale's three, but a perfect third round meant Bricknell closed to a single point behind at

the finish of 28 challenging hills. Local driver Mike Salton completed the podium and was two points further behind.

Early leaders Peter Fensom and Simon Kingsley finished in fifth and seventh while Paul Price having one of his better days finishing in fourth overall. BTRDA Chairman Stuart Beare recruited Gold Star champion Bryan Walker

to passenger and, with local knowledge, they finished in sixth spot.

Arthur Carroll made the long journey from London worthwhile to win the red live-axle class in eighth position overall. Richard Sharp tied with birthday boy George Watson to edge ninth place, with Watson finishing badly. John Firth won the blue live-axle class in 11th, and Mike Readings

and John Cole continued their blue independent class battle and finished in that order.

Results

Jigger Jug Sporting Trial
Organiser: Northern Phoenix Trials Car Club **When:** May 1 **Where:** Croglin, Penrith **Starters:** 27. 1 Josh Veale (Sherpa) 23 marks; 2 Thomas Bricknell (Crossie) +1 mark; 3 Mike Salton (Hamilton); 4 Paul Price (CAP); 5 Peter Fensom (Hamilton); 6 Stuart Beare (Sherpa Indy); 7 Simon Kingsley (Crossie); 8 Arthur Carroll (Sherpa); 9 Richard Sharp (Cartwright); 10 George Watson (Hamilton).

HISTORICS

DOWN THE PUB

MIKE WHITAKER JR

Ford Mustang racer
Age: 28 Lives: Amersham



Whitaker: chip off old block

He followed his dad into racing

"I remember as a kid going to races when he was doing Formula Ford, back when he didn't have money for tyres. I remember sitting on his knee at a race track and driving the car in the paddock. That coupled with Gran Turismo 4, when that came out. He was never into football or anything like that. I think a lot of lads get into football because their dads are into it but mine was into motorsport so I got into that."

He started racing at 17

"It was dad that got me into it. I started at 17 but I haven't raced for about eight years. Before that I did a few races in the Fun Cup to upgrade my licence and then did a few races in a Mustang with dad and a few in his TVR."

Music came first

"I was giving it a go at being in a band and a lot of festivals would clash with a lot of the race meetings. I play electric guitar and I'd get invited to play at festivals so we prioritised that. I played a lot of the big festivals like Isle of Wight, Reading and Leeds. Then Covid hit and lasted longer than we thought and I was getting older so I thought it was time to settle down and try to do something a bit more proper. But that's good because it's allowed me to come back to racing now. I do web and graphic design mainly for the music industry."

He's now back racing

"It's good to be out in the car again. A couple years ago I did a one-off test in a TVR and did a few sessions in it and I think I did a similar time to dad. Where he will probably excel is in the longer stints when the brakes start to go and the car management, because it's not just how quick you can go in these cars. It's managing them because they're old-school proper machines and you have to treat them with a bit of respect."

He'll do some more

"I'm enjoying massively. I plan to do some more races in the Mustang and maybe a few in some of the other cars that dad's got. Maybe at Silverstone or somewhere where it's nice and open!"

DONINGTON GROUP C RACE COULD BECOME A REGULAR SHOWPIECE

Success on Bank Holiday weekend might lead to more sportscar events

By Paul Lawrence

The Group C1 races at the recent Donington Historic Festival will become an annual fixture if the plans of the Duncan Hamilton ROFGO organisation are realised.

A representative grid of 14 original works C1 cars appeared at Donington and prime mover Jack Tetley wants to make it an annual race.

"If the competitors want to do it again next year, then we will," said Tetley. "We want to have the biggest and best C1 grid in the world. But we'll only do one event each year, and it will be at the Donington Historic Festival. We don't want to compete with the Group C series organised by Patrick Peter."

The Duncan Hamilton ROFGO organisation specialises in race car sales, notably Group C cars, and the race was a way



The Group C cars shone at festival

of marking 40 years since the introduction of the Group C category into the World Sportscar Championship.

"Duncan Wiltshire gave us the opportunity to have this race," said Tetley, "and we would like to repay that by coming here again

next year. These are original cars racing on an original Group C circuit and they look right.

"Our ambition for next year is to have more than 20 cars and closer to 30. There are another 10 cars in the UK that could have been here this weekend

but for various problems."

The field included cars from Jaguar, Mercedes, Spice, Lola, Argo, Courage and Tiga, with wins taken by cars owned by Richard Meins and raced by Rob Huff (Spice SE89P) and Andrew Bentley (Jaguar XJR-8).



Numbers are growing in the U2TC category for the 2022 season

U2TC hailed a success with large Donington entry

The U2TC series for under two-litre pre '66 Touring Cars came back strongly at Donington Park after two years in the doldrums.

A big effort by Motor Racing Legends and competitors encouraged a 19-car grid after two years of sharing a grid with the newer and faster Historic Touring Car Challenge.

"It's still a work in progress and it was a gamble," said MRL boss Duncan Wiltshire of running a

standalone race. "There are plenty of cars out there and running with HTCC was never a long-term solution. If we don't give it its own slot, it won't survive," added Wiltshire who will run further standalone races at Thruxton in June and Snetterton in July.

On the grid was Neil Brown in his Lotus Cortina. "We've just got to try and keep the momentum going. But it really needs to have its own race," he said.



Postins enjoyed sportscar

Postins battles in reborn Lotus 11

Regular historic racer Richard Postins gave a Lotus 11 what is believed to be its first ever race in the Stirling Moss Trophy at Donington Park.

The 1957 Lotus was the car shown at the 1958 Geneva Motor Show. "It's had one owner for over 50 years and was never used in competition. The last time he drove it was to take it back to Geneva," said Postins of the road car.

"It is a work in progress, but it's great to be out in a sportscar," added Postins who has raced the Lotus 11 of Andrea Stortini previously. "It's super original and it's a total road car at the moment."

Goodwood victim on the mend after spill

Paul Waine, the driver injured in the Frazer Nash race at the Goodwood Members' Meeting, is now back at home and making progress after surgery.

Waine, who also races a rare De Sanctis in Historic Formula 3,

was seriously injured when his Frazer Nash flipped in the ACP Fane Trophy race on April 9.

He was taken to Southampton Hospital by air ambulance where he underwent chest surgery, notably for a

broken sternum and broken ribs.

An update from Frazer Nash Car Club reported that Waine was discharged from hospital at the end of April and is continuing to make a good recovery at home.



SMITH HERALDS RETURN OF ROUSE SIERRA TO THE UK

Paul Smith gave his latest Ford Sierra RS500 Cosworth a debut race at Donington Park 10 days ago. The car was originally built by Andy Rouse Engineering and it went to Japan from new before later spending time in Australia. It hadn't ever raced in Europe until the Historic Festival. In period in Japan it was raced by the late Jeff Krosnoff and Mauro Martini and came back to the UK two years ago.

IN BRIEF

Crowds come back

For the first time since 2019, the Donington Historic Festival ran in front of a crowd 10 days ago. The event was lost completely to Covid in 2020 and had to run behind closed doors in '21, but a bumper turnout of spectators over the weekend showed that enthusiasm for the event remains. The Group C1 cars were the biggest draw in the paddock.

Manx is strong

Seventeen historic cars are in the 77-strong entry for this weekend's Manx National Rally, which is a round of the HRCR Stage Masters and Welsh Historic Rally Championships. North Wales drivers Will Rowlands and Guy Woodcock head the field in their Ford Escort Mk2s, which also includes the Mazda RX-7 of Martin Beech and the Mitsubishi Lancer of Owen Turner.

Paul to an Alfa

Jaguar E-type racer William Paul has acquired a period Alfa Romeo GTA, which he raced in U2TC at Donington Park and hopes to be able to take to the Goodwood Revival. The car was an Autodelta car in period and remains remarkably original. "It's new to me this year," said Paul, who normally shares his E-type with British touring car racer Rory Butcher. "I hope to do more with it and I'd love the chance to take it to the Revival. It's got a lot of original Autodelta detail."

Busy Wrigley

Prolific historic racer, Matt Wrigley will race two grand prix cars at this weekend's Monaco Grand Prix Historique when he competes in a recently acquired Penske PC3 and a March 721G. "I've only done eight laps of Monaco in my previous visit there," said Wrigley. In the course of the three weekends, he raced in Historic Formula 2 at Hockenheim last weekend, switched to Monaco in the F1 cars and will then race at Pau in his Historic FF1600 Merlin Mk20.

Lister's outing

Pre-War sportscar racers Richard Hudson and Stuart Morley have teamed up to race the ex-Mark Lewis Lister Chevrolet in Donington Park's recent Stirling Moss Trophy. Hudson races a Bentley in Pre War sports, and was a school friend of Stewart's father Clive, another Bentley expert. "I've just got to remember which car has got brakes," said Hudson of switching between the Lister and his Bentley at Donington.

RALLY REPORTS

RALLY OF THE LAKES: ITRC BY MARTIN WALSH

APRIL 30-MAY 1

DEVINE EDGES AN EPIC BATTLE WITH FISHER ON LAKES SHOWDOWN



Devine's win was a Tarmac points boost



Fisher hung on well, but crashed out

Organiser: Killarney & District Motor Club
When: April 30-May 1 **Where:** Killarney Co. Kerry **Stages:** 14 **Championships:** Irish Tarmac Rally Championship; Southern 4 Rally Championship; Kingdom of Kerry Rally Championship **Starters:** 150 plus 24 Historics and 16 Juniors

One of the most intense contests in the history of the Rally of the Lakes went all the way to the final stage as Callum Devine and stand-in co-driver Noel O'Sullivan took an epic victory in their VW Polo GTi R5.

Through Sunday's stages they battled with long-time leaders Alastair Fisher/Gordon Noble, who slipped off the road just a mile and a half into the final stage and beached their VW Polo GTi R5. Devine went on to finish 1m09.8s ahead of Irish Tarmac points leaders Josh Moffett/Andy Hayes in a Hyundai i20 R5. Jonny Greer and co-driver Niall Burns (Citroen C3) were a 9.4 seconds

further behind in third place. It was cruel luck on Fisher, who contributed magnificently to a riveting encounter but departed empty handed.

On Saturday's opening loop of three stages, Fisher, Devine and Moffett drew clear of the rest with the hot pace on the stages matching the day's conditions. Devine was best on the opener but it was Fisher's performance that shone through as he stamped his authority courtesy of the best times through stages two and three to lead Devine by 6.3s.

Moffett's selection of a soft-compound tyre cost him time. An untroubled Greer slotted into fourth as Meirion Evans (VW Polo GTi R5) admitted it was going to be difficult to bridge the gap to the frontrunners.

Daniel Cronin (VW Polo GTi R5) in sixth stalled at the start of the opening stage while Cathan McCourt (Skoda Fabia R5) lost

out when the tyres went off at the end of the second stage.

Moffett didn't get the bounce from his fastest time on stage four as Devine and Fisher were within a second of his stage time. On the remaining stages Fisher went 7.7s ahead of Devine while Moffett was 15.2s off the lead overnight.

Greer, Evans, Cronin and McCourt completed an unchanged top seven, the latter slowed by oversteer problems. Declan Boyle's Ford Fiesta WRC stopped with gearbox issues on stage five.

The action continued apace on Sunday. Devine beat the bogey on both runnings of Molls Gap on both occasions while Fisher eclipsed it too on the second run (stage nine).

The second running of the Beallaghbeama stage, scheduled to be stage 10, was cancelled because of issues related to medical cover. By

then, Fisher's lead was down to 5.8s as Devine made slight gains. Moffett lost touch with the leading pair albeit in the knowledge that he could benefit from the intensity of the pace of his rivals.

Fans flocked to the last three stages at Shanera and Caragh Lake to watch Devine cut the deficit to 4.3s initially. The contest grew in intensity when he brought the margin to 3.1s to set up a cliff-hanging final stage. However, a left-hander caught out Fisher and he slid off and his Volkswagen became stricken in the overgrowth. Devine took the spoils and Moffett took an unexpected second with the ever-improving Greer third.

Local heroes Rob Duggan (Ford Escort) and Alan Ring (Subaru Legacy) were the respective winners of the National and Historic categories and Jason Farrell (Honda Civic) won the Juniors.

RESULTS

Irish Tarmac Rally Championships

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Callum Devine/Noel O'Sullivan	VW Polo GTi R5	1h39m54.6s
2	Josh Moffett/Andy Hayes	Hyundai i20 R5	+1m09.8s
3	Jonny Greer/Niall Burns	Citroen C3	+1m19.2s
4	Meirion Evans/Jonathan Jackson	VW Polo GTi R5	+1m47.4s
5	Daniel Cronin/Shane Buckley	VW Polo GTi R5	+2m10.6s
6	Cathan McCourt/Liam Moynihan	Skoda Fabia R5	+2m57.6s
7	David Guest/Jonathan McGrath	Ford Fiesta R5	+5m38.3s
8	Enda O'Brien/John Butler	VW Polo GTi R5	+5m51.4s
9	Jason Mitchell/Philip McCrudden	Ford Fiesta R5	+6m53.4s
10	Keith Lyons/JJ Cremin	Ford Fiesta R5	+7m43.8s

National: 1 Rob Duggan/Ger Conway (Ford Escort) 1h43m0.5s; 2 Kevin Eves/Chris Melly (Toyota Corolla); 3 Conor Murphy/Sean Collins (Escort). **Historics:** 1 Alan Ring/Adrian Deasy (Subaru Legacy RS) 1h21m43.7s; 2 Fergus O'Meara/Ronald Riordan (Escort); 3 Neil Williams/Anthony O'Sullivan (Escort).

Juniors: 1 Jason Farrell/John McCarthy (Honda Civic) 55m05.9s; 2 Robbie O'Hanlon/Liam Egan (Civic); 3 Gary Healy/Gearoid Moynihan (Civic). **Class winners:** Michael O'Brien/James O'Brien (Ford Fiesta WRC); Evans/Jackson; Jason Dickson/Darren Curran (Fiesta); Jason McSweeney/Liam Brennan (Fiesta); Denis Nagle/Brian Rowan (Nissan Micra); Alan Costello/Paddy Costello (Escort); Darren Young/Sean Walsh (Civic); Mark Murphy/Thomas Murphy (Toyota Starlet); Sean Moynihan/Aileen Kelly (Ford Escort); Raymond Conlon/Damien Fleming (Corolla); Simon Reid/John Murphy (Escort); Andy Heekin/Sara McFadden (Subaru Impreza); John Hickey/Maurice McElligott (Escort); Cyril Casey/Mick Lonergan (Fiesta); Luke McCarthy/Brian Duggan (Escort); Pat Looney/Amy Burke (Escort); Maurice Meskell/Stephen Meskell (Escort); Brian Crawford/Finian Hannigan (Talbot Sunbeam); Robert Falvey/John Doody (Escort); James Ford/Neil Shanks (Escort); Farrell/McCarthy.

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The tin-top king tackles the MN readers' questions p20

Northern Irish star looks to a mixed-surface attack for the future

MEEKE YES FULL-TIME RALLYCROSS SWITCH



Northern Irishman sampled Nitro RX car

By Hal Ridge

Former World Rally Championship star Kris Meeke says his future could be in rallycross. Following his success in the FIA World RX electric rallycross car in Barcelona last month, the five-time WRC round-winner has said he has been offered a deal to join the FIA World rallycross team, but that rallycross could suit him better. "I think it's a good opportunity to compete and compete in cross-country rallying."

"More rallycross would be ideal, I think that would rock all the boxes," Meeke told Autosport. "It's not in the FIA World Rallycross category this year was his first experience of the sport."

"I've never been in a car with so much instantaneous torque and power," he said. "It's mind-blowing what the potential can be. It's something I've always wanted to do."

Meeke says rallycross could be a future option

MOTORSPORT NEWS

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RACING REPORTS

NATIONAL HOT RODS: HEDNESFORD HILL BY GRAHAM BROWN

MAY 2

FLYING DEW DOUBLES UP



Dew and Bland took advantage of their jokers

Helped along by playing his joker, Aaron Dew staged a dramatic turnaround in his Bank Holiday fortunes. Following his uncharacteristically poor showing at Ipswich, Dew was only bested by Shane Bland – another joker player – at Hednesford, even managing to stay ahead of the presently rampant Carl Waller-Barrett in the final.

In the opening heat, Barry Limer led Mark Shelper until Limer was obstructed by a backmarker allowing Shelper to take it up. Limer's defence of second was swiftly overcome

by the flying Bland Fiesta, Shelper's lead vanishing as well a lap or so later.

Limer had fallen back by half distance with Mikey Godfrey up to third, but the man to watch was Dew, who had carved through the traffic to fifth. It all got a bit frantic in the closing stages. Godfrey snatched second from Shelper while Dew pressured the other placemen to go third and eventually second when he pipped Godfrey on the line. Bland stayed well away from all this, taking the flag half-a-lap clear.

With Dew and Bland's grid positions reversed for heat

two there seemed no reason they shouldn't also swap their finishing positions but that wasn't how things went down.

Shelper and Limer ran first and second again with Dick Hillard, Hayden Ballard and the pacey-looking Dew disputing third. None of them had any answer to Dew's fresh tyres however, the Ginetta blitzing past the two leaders down the back straight on successive laps. Further back Bland's race wasn't going totally to plan, the fast-starting Rob McDonald having slipped past fairly early on. The World champion was on a charge too, making places every tour to appear in second

four laps from home. Dew was half-a-lap clear by then though, even slowing right up to avoid a last-bend incident going off just ahead of him.

The final looked like a straight fight between front-row starters Dew and Bland with Dew gradually gaining the upper hand as light drizzle started making the track the surface trickier. That probably wasn't the cause of Godfrey slamming into the wall exiting the West Bend though, and Godfrey's plight was worsened by Irish visitor Dave Casey crashing into him at full tilt.

Following a caution to release the winded Godfrey from his



Shane Bland, winner Aaron Dew and Carl Waller-Barrett

Results

Organiser: Incarace **When:** May 2 **Where:** Hednesford Hills Raceway **Starters:** 30 **Heat 1:** 1 Shane Bland (Ford Fiesta); 2 Aaron Dew (Ginetta G40R); 3 Mikey Godfrey (Mazda RX-8); 4 Hayden Ballard (Vauxhall Tigra); 5 Sam Gray (Peugeot 206cc); 6 Mark Shelper (Peugeot 206cc); 7 John Sibbald (Vauxhall Tigra); 8 Carl Waller-Barrett (Vauxhall Tigra). **Heat 2:** 1 Dew; 2 Rob McDonald (Vauxhall Tigra); 3 Bland; 4 Shelper; 5 Ballard; 6 Sibbald; 7 Barry Limer (Vauxhall Tigra); 8 Dick Hillard (Vauxhall Tigra). **Final:** 1 Dew; 2 Waller-Barrett; 3 Bland; 4 McDonald; 5 Sibbald; 6 Jason Kew (Ginetta G40R); 7 Jack Blood (Vauxhall Tigra); 8 Ballard; 9 Gavin Murray (Vauxhall Tigra); 10 Gordon Alexander (Vauxhall Tigra). **Points:** 1 Waller-Barrett 484; 2 Wood 419; 3 Dew 372; 4 Cooke 368; 5 Alexander 361; Sibbald 349.

CASTLE COMBE: CCRC BY MARCUS PYE

MAY 2

JOSH SEES DOUBLE AS FISHER MEN PREVAIL

Formula Ford battler Josh Fisher sharpened his focus on a fourth Castle Combe championship when he bagged a brace of victories over younger brother Felix, a maiden title aspirant, on Bank Holiday Monday.

After two exemplary races, in which they repeatedly traded places, hairdresser Josh (in Richard Hudson-Evans' Wayne Poole Racing Van Diemen JL14) came out ahead of electrician Felix (TM Racing Ray GR05), by a length each time, with double champion Luke Cooper (Swift Cooper SC20) tail-gunner in battles which thrilled the Quarry hardcore.

With three wins to one in Josh's favour after two of five double-headers, the Somerset siblings are tied atop the table. James Hadfield and Kieran Attwood shared fourths, while

Nathan Ward's third successive Pre-'85 crown quest continued with another pair of wins in his Swift SC92, and he towed Ben Mitchell (RH-E Merlyn Mk20) to another Historic lap record.

Adam Prebble dominated the Castle Combe Racing Club Saloon race in the Interceptor Racing Vauxhall Astra turbo. Dave Spiller and Tony Hutchings (Audi TTs) led a breathless chase. Class C's top four were split by 0.122 seconds in qualifying, but points leader James Keepin (MG ZR) improved his title treble hopes by keeping Lee Waterman behind after suspected piston failure stopped Matt Parr's Peugeot 106 GTi at Bobbies.

When Perry Waddams scratched his TVR Sagaris-Chevrolet with an incontinent diff, four cars started the resident GT round. Nevertheless, Doug Watson

(Ferrari 458 Challenge), Kevin Bird (first time out in the ex-Peter Kyle-Henney/Gary Wardle Porsche 991 GT3) and Keith Butcher (Audi R8 LMS ultra) kept spectators interested, circulating together and all setting 1m08s laps.

Making its debut under the CCRC banner, the Mighty Minis were typically frenetic in their 27th year. Wins were shared, Stuart Coombs and Neven Kirkpatrick beating defending Supers champion Ian Slark, while Darren Nightingale and Graham Sheppard scooped MM golds. Craig Tomkinson's rapid two-litre Vauxhall Nova outran Joe Dorrington's Honda Civic and Lewis Clark's Ford Fiesta in the Hot Hatch race. Dorrington won both Track Attack races, with Nick Gwinnett (Renault Clio) and David Clark (Renault 5 Turbo)



Josh Fisher resisted stern pressure from brother Felix to take Formula Ford honours

securing a second apiece.

Steve McDermid made it four from four in MGOOC this term, chased initially by Will Sharpe and Jack Woodcock in similar ZRs. Sharpe's engine exploded in race two, sending him spinning into the wall before Folly, promoting Woodcock and the overjoyed Maninder Golhar.

RACE WINNERS

Castle Combe Formula Ford
Races 1 & 2: Josh Fisher (Van Diemen JL14)

Castle Combe Saloon Cars
Adam Prebble (Vauxhall Astra)

Castle Combe GTs
Doug Watson (Ferrari 458 Challenge)

Hot Hatch Series
Craig Tomkinson (Vauxhall Nova)

Race 2: Neven Kirkpatrick

Track Attack
Races 1 & 2: Joe Dorrington (Honda Civic)

MG Owners' Club
Races 1 & 2: Steve McDermid (ZR 170)

Photo: Steve Jones

COLUMNIST

DAN CAMMISH



Our man at the BTCC wheel recalls a dramatic opening meeting

Usually in sport when people refer to being on fire, they mean in the metaphorical sense. For the first British Touring Car Championship qualifying session of the season at Donington Park, it was very much in the literal sense for me.

After numerous pre-season tests went faultlessly even with the introduction of the new hybrid system, it was a huge shock and disappointment to see our day go up in smoke. During the first qualifying of the new hybrid era and on my first push lap, the engine fuel rail split and began pumping high pressure fuel into the engine bay and onto the windscreen.

Within moments the car was ablaze, and I did my best to get the car as close to a marshal's post as I could. As the speed declined, the flames grew bigger and, once in the gravel trap, I could no longer see anything through the windscreen. The cockpit filled with smoke within seconds and, at this point, I had no option but to throw myself out of the door.

Looking back, I should have reached for the extinguisher button (not that we think it would have helped much), and I certainly should have turned off the master switch which would have stopped the fuel from flowing. But the thing is, no matter how many times you are told, when the situation actually arises your instinct is just to get out of there.

Thankfully I have an amazing team behind me who worked solidly for the next 12 hours to get the car ready to race the next day. From being on fire at 1530hrs on Saturday to looking like nothing had happened as the boys left for the hotel at 0330hrs on Sunday morning. The Motorbase squad did an incredible job and it's true that you really see what a team is made of in times like these.

As an upshot, we had a race car and three race opportunities to score on Sunday.

With this being the first race of the hybrid era - and with me starting last - there was certainly a sense of uncertainty about what was to come. Everyone had the full 15 seconds of hybrid power available for every lap so, in



Photos: Jakob Ebrey, Nigel Bland

Twelve hours' solid work got car in race

essence, this is the purest race of the season.

After a sensible start and a few overtakes I made my way up to 17th at the flag. We were happy with progress as we knew we had run the car fairly reserved in race one in order to ensure reliability and bed in certain components that were box-fresh that morning.

The hybrid didn't seem to be having much effect on the racing, certainly in the mid-pack where I was. When everyone has the same power to use and everyone is using it in the same place, it becomes a net zero gain. I was expecting more differential in race two once the handicap system kicked in but, truth be told, I don't think it was anything like as effective as the old weight system. Weight could affect lap times upwards of 0.5s per lap depending on the circuit. Our data showed the hybrid was potentially worth less than half of that around Donington. It might be worth even less at Brands Hatch Indy this weekend.

I had a great start in race two and some decent overtakes came to nothing when I suffered a front-left tyre delamination a few laps from home. Unfortunately, it only added

to our tough weekend as a potential top-12 finish was now 21st at the flag. In race three I got a great start and finally delivered some much-needed points. Our three-point tally was not what we went there for but, in the BTCC, you have to bank every point you can.

At the other end of the grid, my team-mate Ash Sutton was having a better time of it. He netted a strong haul of points over the three races culminating in a race-three podium. Well earned by the whole Napa and Motorbase team.

Being honest, our race pace was not up to scratch across the whole team. Our qualifying speed is masked by the new tyre and once we have taken the grip from the rubber, we are lacking true mechanical grip to back it up. That is especially true now the cars are heavier than ever due to the hybrid systems.

Ash might have earned strong points but I believe he struggled to keep pace in the first two races. We both threw everything at the set-up and, by the close of play, we had made improvements. We are left with some work to do if we want to really challenge at the pointy end.

We are hoping some set-up changes and a change of circuit will bring more speed come Brands Hatch this weekend. As for the hybrid, I will have more insight once into the top 10 and I can see how the handicap affects things.

But right now the good news is that while I play catch-up in the championship I will have the full 15s available in qualifying and race one for at least a couple of rounds to come. I am confident we can get our season started at Brands and get some meaningful points on the board.

Wish me luck...



Cammish had to bail out of his smoky cockpit



Cammish tells TV about his eventful weekend

"In the BTCC, you simply have to bank every single point you can"

BRITISH GT REPORT: SILVERSTONE

IN BRIEF

Balfe blow

The Balfe Motorsport Audi of Shaun Balfe and Adam Carroll, leading the table entering Silverstone, retired with damage after a right-rear puncture, related to a valve problem. Balfe told Motorsport News: "Silverstone and the new tyre has seen a lot of teams challenged with trying to get the right set-up. Qualifying didn't quite go our way but we always had confidence in the race pace. We had a slightly different strategy. We possibly lost a top-three point collection."

WPI woe

Phil Keen and Michael Igoe salvaged seventh place at Silverstone despite a pair of setbacks. Having looked strong in practice, the WPI Lamborghini could not set a qualifying mark as an ABS sensor problem didn't leave Igoe enough time to do a flying lap. Then its race-day comeback was impeded by a 10-second stop-go penalty for refuelling with the car's door open.

Abba's Waterloo

The Team Abba Mercedes driven by Richard and Sam Neary survived its lap-one clash with James Cottingham's 2 Seas Merc to finish fifth on the road, which was set to give it third place's points due to entries ahead not competing in the full championship. But it lost everything with a disqualification, as the car's left door was removed while all machines were under parc ferme conditions after the race.

Parker parked

Team Parker Racing's Porsche 911 of Nick Jones and Scott Malvern topped Friday's testing but had to sit out qualifying and the race after its gearbox failed early in Saturday practice. The team put in a heroic effort of driving in a replacement gearbox from Germany and working overnight to get the car ready to race. But having replaced the gearbox the team discovered the e-shift unit also needed replacing and one couldn't be sourced in time.

Collard constrained

Jordan Collard in his British GT comeback, in the GT4 Toyota Supra, was another to have his race spoiled by a right-rear puncture. "It wasn't the dream return that I was hoping for," he told MN. "We just seemed to be struggling this weekend with the Balance of Performance and stuff like that. I got into third by the end of the second lap. As I went into Copse I felt something go, at Maggotts and Becketts it fully delaminated."

Magical Merc

There was a popular guest in the Silverstone paddock in the form of the thoroughbred GT1 Mercedes-AMG CLK GTR. In Bernd Schneider and Mark Webber's hands it won the FIA GT Championship race at Silverstone 24 years ago this month.



Merc got many admirers



Turner and Topham doubled up in GT4 contest

BARWELL BOUNCES BACK AS BALON AND MITCHELL PREVAIL

The champion outfit fended off a strong multiple McLaren attack in British GT's three-hour Silverstone 500 showpiece, by Graham Keilloh

British GT's reigning double champion Barwell Motorsport had looked less than its usual imperious self in 2022's early exchanges. Not only did the team lose its rapid defending champion duo Leo Machitski and Dennis Lind on the season's eve, its fellow equally rapid pair Adam Balon and Sandy Mitchell had a tricky Oulton Park opening double-header, claiming just two points.

Yet Balon and Mitchell bounced back in the best way last weekend by winning British GT's showpiece Silverstone 500 from pole. Yet drivers and team had to be immaculate to do so, to fend off a strong McLaren challenge particularly from Garage 59's Marvin Kirchhoefer and Alex West. The one-off entry's 720S emerged from its final pitstop right on the Barwell Lamborghini's boot lid and Kirchhoefer hounded Mitchell for the rest of the way in a tense finish.

The three-hour race's early running was framed by a three-way accident on lap one. Mercedes pair James Cottingham of 2 Seas and Richard Neary of Team Abba collided disputing third place, which put Cottingham out, while another Mercedes, RAM Racing's Ian Loggie, got caught up as an innocent victim and dropped from contention with a lengthy pitstop for repairs.

It left Balon plus the new Redline Lamborghini shared by Alex Malykhin and James Dorlin well clear in first and

second, and Malykhin passed Balon in the early going at Vale to lead. But his move – a rather late divebomb that also involved contact – was too robust for the officials and the Redline car got a stop-go penalty. It ended the car's victory challenge but it still managed to finish fourth.

Amid the lap-one uproar West got his Garage 59 McLaren up to third from starting 10th, while Morgan Tillbrook put his Enduro McLaren into the picture with a stellar opening stint rising from 13th to second. However Enduro's victory challenge later ended when Tillbrook's partner Marcus Clutton accidentally set off the car's fire extinguisher, and the McLaren wouldn't restart from its next pitstop.

That left the Garage 59 McLaren alone to attack the Barwell leader, and it came up only just short.

"Silverstone 500's traditionally an excellent race," Barwell boss Mark Lemmer told Motorsport News afterwards, "and I'm glad that one was a real spectacle, real down to the wire.

"We were a long way off when we came

into the weekend but we worked really hard to get the most out of it. It was an unknown as to how the tyre would work in these temperatures, and we got the car in a good operating window.

"The car's still quite difficult, quite nervous, so hats off to the drivers, but we obviously made it fast, and they drove it fast, and the strategy was good and the pitstops were immaculate."

Runner-up Kirchhoefer was about as pleased. "If someone would have told us yesterday that we would finish in the top three, or second on our case, I would have signed that," he told MN. "Obviously when you're so close to winning it's a bit of a disappointment but we can all be very happy."

"Overnight we did some changes, some quite big ones to the set-up. That showed our race pace was really strong."

Kirchhoefer noted in particular his partner West's effort to vault the McLaren to third on the chaotic opening lap. "He did a really good job, to avoid all the action going on in front of him, that was generally one of the key things

to be competitive," Kirchhoefer noted.

"We were probably one second away from winning it because just when I came out the pitlane I saw Sandy [ahead] and couldn't get by him and he just managed it very well."

In the GT4 battle, a smooth run by Newbridge Aston Martin Pro-Am pair Matt Topham and Darren Turner got not only their second win in a row but also their second Silverstone 500 win on the bounce. Their victory margin was half a minute meaning, to some relief, that in addition to the Balon/Mitchell triumph neither victor in British GT's blue-riband event should be altered by the success penalties that will be applied once RAM's Oulton race two appeal is resolved (see news, p7).

The GT4 race was also altered by early incidents. Steller Audi pair Richard Williams and Sennan Fielding continued their recent fine form by claiming an commanding pole, but Williams was hit from behind into a spin on lap two, leaving them with a recovery job.

The BMW of reigning champion

"Hats off to the drivers, the car was difficult"

Mark Lemmer



Garage 59 pair (left) chased Barwell home

GB3 CHAMPIONSHIP REPORT

GRANFORS BATTLES TO GB3 TABLE TOP

Joel Granfors was able to edge ahead of Luke Browning in the GB3 points standings after a strong weekend at Silverstone.

Fortec Motorsports' Granfors took a first and second place while Hitech GP's Browning got a second and third, plus the Swede had the more fruitful meeting-closing reversed-grid race. It left Granfors three points clear of Browning after two meetings.

Granfors had also hinted at Browning's challenging pace at Oulton Park's season opener but a penalty there for a qualifying clash made his weekend more difficult.

"It's a bit of a revenge for Oulton I guess," Granfors laughed. "The weekend was great, the best one I've had so far. We've shown a lot of speed around here, both in pre-season testing and now this weekend. The last race was a lot of fun, a lot of overtakes, 10 places up."

Browning though remained positive.

"A lot of progress made," he said when asked by Motorsport News to sum up his weekend. "[Fastest lap] shows the pace of the car and coming into Silverstone qualifying next time around we'll be in a very strong position.

"Going into Donington [the next round], double pole is going to be the most important thing and that's what we're aiming for.

"I've not raced around here before so getting to grips with it [in qualifying] was definitely something, and working together with the engineer we've put a package together that we're really happy with."

A rapid start from pole was vital for Granfors in race one, as while third-placed starter Browning jumped past Elite's Tom Lebon for second halfway around lap one – thanks to a fine outside-to-inside pass at Vale – Granfors was already nearly two seconds clear. Browning edged in for the rest of

the way but Granfors remained 0.7s ahead at the end.

The same three protagonists fought over race two, and this time Lebon aggressively seized the lead from Granfors entering the Becketts complex first time through. They finished in the same order – Lebon – Granfors – Browning – and it was Lebon's and Elite's first GB3 victory.

Lebon told MN: "It's a good track for us; strong results from the team as well as me."

"I was a bit more aggressive [than in race one] at the start, a bit more decisive on where I put my car, and managed to get off the line as well as yesterday. I managed to get a run into the right of Maggotts and Becketts, they're [Granfors] carrying a lot more wing than us so I knew we'd have the straightline speed advantage, so I used that.

"I pulled a bit of a gap so I had a bit



Granfors (50) edged ahead of Browning (5) over Silverstone round

of a buffer, and then just preserved the front-left tyre for the rest of the race because the graining around here is quite difficult."

In the reversed-grid race, Hitech GP's Cian Shields also became a first-time winner, and in his case it was his first car racing victory. Shields, starting second, got the lead at the start then held off Hillspeed's Nick Gilkes.

While from the championship table-top angle, with points on offer for every place gained Granfors made hay by climbing to ninth place and Browning with steering damage after contact was

unable to make progress, finishing 17th.

Granfors noted: "At the beginning I was just trying to capitalise on other people's mistakes; some people were sending it in and went deep and then just take those places. Then towards the end I was just trying to send it, basically just dive up the inside with a block pass. It worked out great."

Graham Keilloh

RACE WINNERS

- GB3 championship
- Race 1: Joel Granfors (Fortec Motorsports)
- Race 2: Tom Lebon (Elite Motorsport)
- Race 3: Cian Shields (Hitech GP)

SUPPORT RACES

Charles Clark (Team Parker Racing) opened his account in style with two Porsche Sprint Challenge wins, both from pole, with team-mate Matthew Armstrong taking the opener on Saturday. Clark made the better start before Armstrong relieved him of the lead and maintained a modest gap, despite the quicker-looking Clark making a last-lap bid to pass at Luffield. In contrast, Clark was never headed in the remaining two races. Armstrong was his nearest pursuer but the gap widened throughout. Carl Cavers (Valluga) took three Am wins, each time from Rupert Laslett (Raceway Motorsport).

Nikolas Taylor (Fortec Motorsports) took a brace of GB4 wins, the first by just 0.8 seconds from Alex Walker (Elite Motorsports), with whom he tangled on the opening lap of the second race. Walker's demise with broken suspension allowed Jarrod Waberski (Kevin Mills Racing) to eventually assume second from Max Marzorati (Hillspeed) after a fierce fight that encompassed most of the grid. Tom Mills (KMR) had vaulted from fourth to first after the safety car restart, but the Wiltshire driver faded as the race wore on. Taylor moved back to first at Copse at half distance

and was never headed. Logan Hannah (Graham Brunton Racing) led the reversed-grid final race before Lucas Romanek (Oldfield Motorsport) asserted himself for the win, Jack Sherwood (Elite Motorsport) taking third.

Marc Warren (Raceway Motorsport) enjoyed a great start to the Ginetta GT Academy season, winning race one after polesitter and former alpine skier Leo Karavasili (Breakell Racing) retired with overheating. Warren dominated the second race as McKenzie Walker (Assetto Motorsport) took second from Nick White (MRM Racing), Karavasili joining in late from the pits.

Will Orton (Race Car Consultants) scooped the first Ginetta GT5 Challenge win from Mikey Doble (Xentek Motorsport), while Will Jenkins (Elite Motorsport) broke away from a multi-car battle to win race two. Will Orton (Race Car Consultants) finally secured second from Connor Grady (Xentek Motorsport) after early pacesetters Harley Haughton (Elite Motorsport) and Nat Hodgkiss (Race Car Consultants) delayed themselves and fell back. Doble found himself shuffled back in the pack and could only manage seventh in race two.

David Addison

RACE WINNERS

- Porsche Sprint Challenge GB
- Race 1: Matthew Armstrong (Team Parker Racing)
- Races 2 & 3: Charles Clark (Team Parker Racing)
- GB4
- Races 1 & 2: Nikolas Taylor (Fortec Motorsports)
- Race 3: Lucas Romanek (Oldfield Motorsport)
- Ginetta GT5
- Race 1: Will Orton (Race Car Consultants)
- Race 2: Will Jenkins (Elite Motorsport)
- Ginetta GT Academy: Races 1 & 2: Marc Warren



Taylor took two triumphs in GB4's Silverstone triple-header

RESULTS

British GT Championship 2022

Round 3: Silverstone, GT3

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Adam Balon/Sandy Mitchell	Barwell Motorsport/Lamborghini Huracan	Pro-Am	3h00m07.414s
2	Alexander West/Marvin Kirchhoefer	Garage 59/McLaren 720S	Pro-Am	+0.529s
3	Nick Moss/Joe Osborne	Optimum Motorsport/McLaren 720S	Pro-Am	+35.128s
4	Alex Malykhin/James Dorlin	Redline Racing/Lamborghini Huracan	Silver-Am	+51.745s
5	Flick Haigh/Jonny Adam	2Seas Motorsport/Mercedes-AMG	Pro-Am	+53.320s
6	Mark Sansom/Will Tregurtha	Assetto Motorsport/Bentley Continental	Silver-Am	+1m13.658s
7	Michael Igoue/Phil Keen	WPI Motorsport/Lamborghini Huracan	Pro-Am	-1 Lap
8	Stewart Proctor/Lewis Proctor	Greystone GT McLaren 720S	Silver-Am	-1 Lap
9	Andrew Howard/Martin Plowman	Paddock Motorsport/McLaren 720S	Pro-Am	-1 Lap
10	Kevin Tse/Chris Frogatt	Sky Tempesta Racing Mercedes-AMG	Silver-Am	-1 Lap

11 Simon Watts/James Kell (Team Rocket RJN/McLaren 720S) -2 Laps; 12 Betty Chen/Angus Fender (Century Motorsport/BMW) -2 Laps; 13 Nick Halstead/Jamie Stanley (Fox Motorsport/McLaren 720S) -3 Laps; 14 John Ferguson/Jamie Caroline (RAM Racing/Mercedes-AMG) -3 Laps; 15 Ian Loggie/Callum Macleod (RAM Racing/Mercedes-AMG) -10 Laps; 16 Ma Flewitt/Euan Hankey (7TS/L McLaren 720S) -21 Laps; 17 R22 Shaun Balfe/Adam Carroll (Balfe Motorsport/Audi R8) 26 Laps; 18 James Cottingham/Lewis Williamson (2 Seas Motorsport/Mercedes-AMG) 0 Laps; 19 DQ Richard Neary/Sam Neary (Team Abba Racing/Mercedes-AMG); 20 Morgan Tillbrook/Marcus Clutton (Enduro Motorsport/McLaren 720S). **Pole position:** Balon/Mitchell 3m56.233s (aggregate time). **Fastest lap:** Kirchhoefer 1m58.304s (11.38mph). **Winner's average speed:** 104.86mph. *30 seconds added to race time in lieu of stop-go penalty for short pitstop.

Round 3: Silverstone, GT4

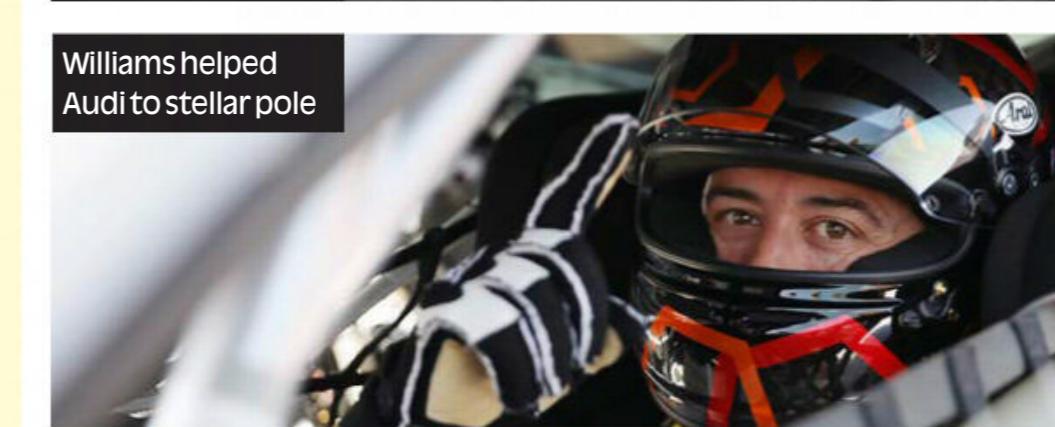
POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Matt Topham/Darren Turner	Newbridge Motorsport/Aston Martin Vantage	Pro-Am	3h00m20.408s
2	Richard Williams/Sennan Fielding	Steller Motorsport/Audi R8	Silver Cup	+54.427s
3	Ross Wylie/Matthew Graham	Valluga Racing/Porsche 718 Cayman	Silver Cup	+38.172s
4	Marco Signoretto/Matt Cowley	Academy Motorsport/Ford Mustang	Silver Cup	+1m07.888s
5	Will Burns/Jack Brown	Century Motorsport/BMW M4	Silver Cup	+1m09.797s*
6	Tom Rawlings/Chris Salkeld	Century Motorsport/BMW M4	Silver Cup	+1m22.827s
7	Jamie Orton/Seb Hopkins	Team Parker Racing/Porsche 718	Silver Cup	+1m46.278s
8	David Holloway/Bradley Ellis	Century Motorsport/Aston Martin Vantage	Pro-Am	+1m46.997s
9	Josh Miller/Jamie Day	R Racing/Aston Martin Vantage	Silver Cup	-1 Lap
10	Ashley Marshall/Moh Ritson	Paddock Motorsport/McLaren 570S	Silver Cup	-1 Lap

11 Freddie Tomlinson/Joe Wheeler (Assetto Motorsport/Ginetta G56) -1 Lap; 12 Aaron Morgan/Bobby Trundley (Team Brit/McLaren 570S) -1 Lap; 13 Jordan Collard/Tom Edgar (Toyota Gazoo Racing UK/Yota GR Supra GT4) -6 Laps; 14 Ed McDermott/Michael Broadhurst (Motus One Racing/McLaren 570S) -17 Laps. **Pole position:** Williams/Fielding 4m18.835s (aggregate time). **Fastest lap:** Fielding 2m09.861s (101.47mph). **Winner's average speed:** 94.99mph. *40 seconds added to race time in lieu of 10s stop-go penalty



Balfe was balked by a Pirelli blow out

Williams helped Audi to stellar pole



FEATURE

STEPHANE RATEL: THE MAN WITH THE GRAND GT VISION

David Addison posed the questions to the endurance racing prime mover



Man at the helm: SRO boss Stephane Ratel

Frenchman Stephane Ratel is a global powerhouse in long-distance sportscar racing. From humble roots, his SRO firm has moved into country after country to operate endurance racing at the top level and it has proved a success everywhere he has gone.

It all started when he organised a race at Le Mans, and now he has his hand on the tiller of sportscar racing. High-profile brands have bought into his vision and he has learned to evolve along with the fluid landscape of GT racing over the course of the last two-and-a-half decades.

Keeping up with the latest trends has been hard work but, alongside bringing kudos to his SRO firm, it has created an industry which has not only protected the longer term future of some of motorsport's most classic races, it has also generated a busy industry for GT teams and drivers across the globe.

He took time out of his schedule to tackle the readers' questions, and we are very grateful.

Question: Where did your motor racing interest come from?

Alan Katz
Via email

Stephane Ratel: "That's a question I have been asked many times and my answer is always the same: the first race I ever attended was the first one I organised. It is absolutely not my background.

"I was an exotic car enthusiast and then I went to dealing in them and then organising the Cannonball Run and through my clients who became friends I proposed to them a race with their cars. Then I was approached by this little manufacturer called Venturi who said, 'Ah, you know you have all these friends with money, instead of doing five laps in a Lamborghini Countach and ending up with no brakes or no parts, because it was a different generation of car, why don't we make a car for you?' That is how I proposed the Venturi Trophy and, seriously, the first race of that was the first race I ever attended."

MIN: Where was that?
SR: "It was at Le Mans and the fact that it came after the worst Le Mans ever with less than 30 cars and I was coming for my first race ever with 55 cars, they [the Automobile Club de l'Ouest] asked me about GT at Le Mans and the Trophy cars were evolved into the Venturi LM and we took six cars to the 24 Hours and four finished."

Question: How did the BPR Series initially come about?

Zoey Charlotte
Via Twitter

SR: "From those Venturi customers. After

Photos: Stephane Ratel, SRO, John Brooks, Motorsport Images



The BPR series grew from its roots in 1994

Le Mans, some said they'd like to race a Ferrari F40 others a Porsche and then Patrick Peter called me and said he'd like to revive the 1000 Kilometres of Paris in the same way that he had revived the Tour de France Auto and he suggested that we brought our cars.

"At Paul Ricard at the end of 1993 we had a race and one client, Christian Haberthür [a Porsche team owner] was there and said 'This is fantastic,' and he called Jürgen Barth who said he wanted to meet me and that is how BPR was created. It all happened very, very fast.

"The Cannonball was in '91, the Venturi Trophy was in '92, the introduction of GT at Le Mans was '93 and the BPR series was '94 and by 1997 I was in partnership with Bernie [Ecclestone]. The first years started like a dragster."

MN: So there was no business plan?

SR: "Absolutely no business plan, no preconceived ideas. Before, I was studying in California doing international business and found this niche of grey market cars so I imported to Europe and made good money.

"It was all easy until 1998, almost a coincidence, but then the first generation of GT1 collapsed and I had to work hard to keep it afloat. Bernie was being, you know, constrained by the EU commission to leave alone other motorsport categories

"Bernie asked if I was with or against him..."

Stephane Ratel

other than F1 and then I had to work hard in 1999 to rebuild it."

Question: What was it like dealing with Bernie Ecclestone in the FIA GT days of the late 1990s?

Henry Eden

Via email

SR: "It was Max Mosley who said we, as BPR, had to meet Bernie and basically it was like a meeting with The Godfather. You went into partnership with the FIA or you didn't run a championship. So we agreed and invited Bernie and Max to the BPR prizegiving at the end of '96 and they won the audience over. We were committed to the FIA GT Championship, but Bernie was busy with F1 and it took a long time to get answers.

"Patrick Peter said that he couldn't continue like that and sent a lawyer's letter that arrived the morning that I had a meeting with Bernie! He threw this letter at me and asked if I was with him or against him. I said I was with him and he made me in charge of the teams, the paddock, the infrastructure and he would be in charge of the FIA, television rights and the calendar. I left the office and moved to London."

Question: Do you see a return to Silverstone for the Endurance Cup?

Gryphus One

Via Twitter

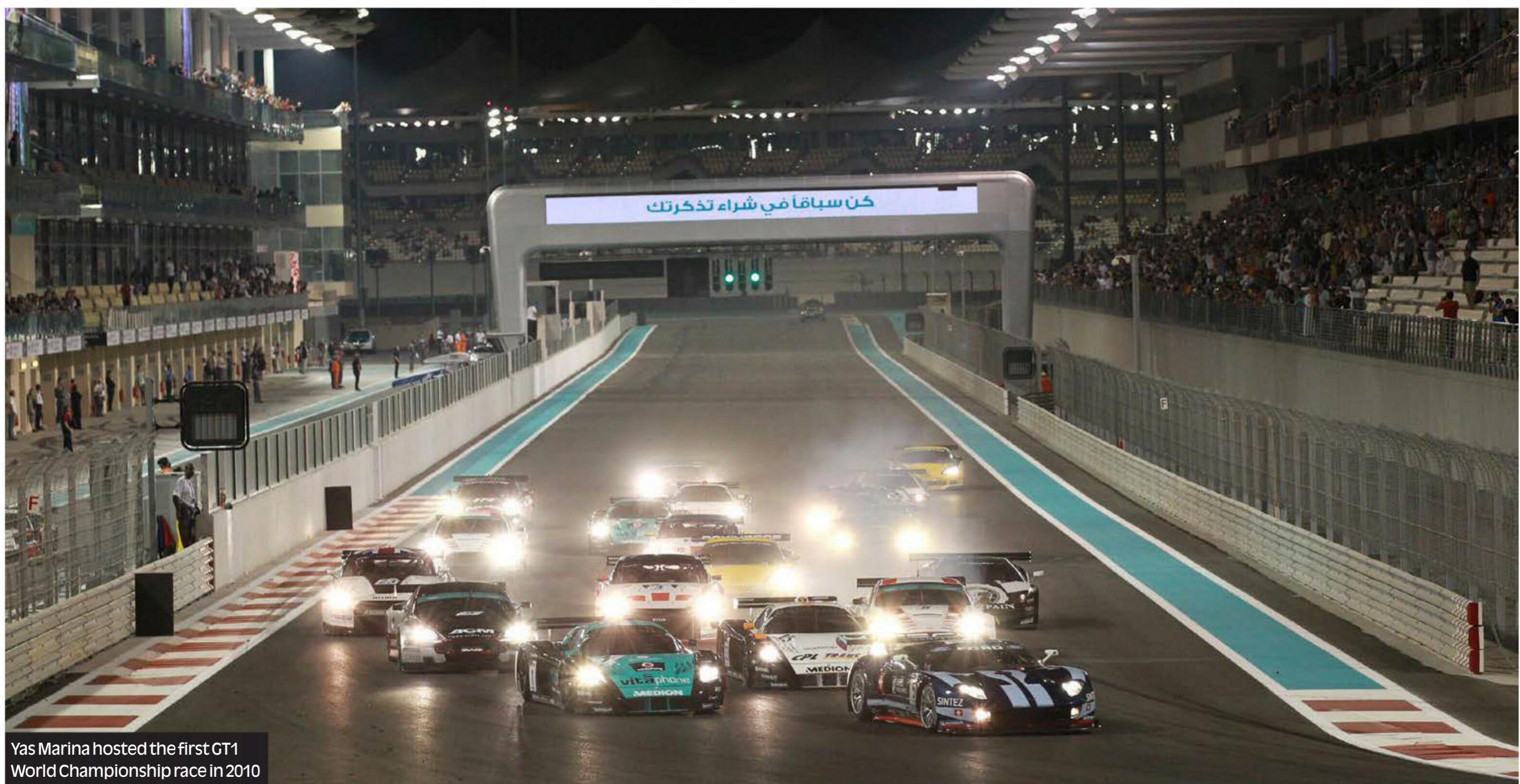
SR: "Not for the time being, because Brexit has its consequences. We either bring our grid to a promoter and they organise the gate and get the support races or we are the promoter and rent the track and get everything. At Brands Hatch we just bring our series but at Silverstone we had to rent the track and take the financial risk on the event and only balance that with healthy support grids. The paperwork that you need to do is difficult for support teams because they are not geared up for it, plus difficulty

continued on page 22



Motor racing was a passion yet to come when Ratel did his Top Gun impression on National Service

FEATURE



Yas Marina hosted the first GT1 World Championship race in 2010

for manufacturer with parts sales because of carnets."

MN: What about a shared weekend of GT World Challenge and British GT?

SR: "We thought about it but there are teams that do both, and it wouldn't work for them as they use the same cars and not fair to them. I have to say the races we have in Europe work very well for everyone and we will always have a race in the UK. At Brands Hatch we have a good grid, good crowd and that works for everyone."

Question: Is there too much GT3 racing?

Abi Crowther

Via email

SR: "She needs to ask the others not me because I created it. We are often imitated, never duplicated! Lots of others are doing GT3 and as Coco Chanel said: 'Someone said to me "Look at this, someone is copying you" and I said "being copied is the beginning of glory'."

Question: How about a race in New Zealand?

Aaron O'Brien

Via Twitter

SR: "That would be great. With our Fanatec GT World Challenge, we have 29 races across Europe, Asia, America and Australasia and the manufacturers score points across all races and when things are opened up again, a race in New Zealand would make complete sense. The more dots we have on

the map the more it makes sense."

Question: Do you think GT3 is becoming too expensive and may be on its way out? What plans do you have to expand GT2?

Dawid Jadwiszczok

Via Twitter

SR: "I will say more about GT2 at the 24 Hours of Spa in July, but every category grows and collapses at some point. It happened to three generations of GT1, to GT2, to GTE and the more manufacturer involvement you have the more dangerous it becomes."

"It is important to keep GT3 a Pro-Am class but there is a little concern that manufacturers who are not in Hypercar may want to win Le Mans in GT3 and come into it in a bigger way."

"I believe the best Ams will be the best-paid drivers in GT racing, as the really good ones have a lot of value. We have new cars coming but we allowed in two-door coupes like the Bentley and then BMW M6 but we need to be careful not to let in the less-premier brands because there are a lot of two-door coupes, so that is a concern as well, plus the extra manufacturer involvement. But I am happy with GT2 and it could become a very important class in the future."

Question: If you were writing the rules for LM hypercars, what would you change?

Lewis Pound Howard

Via Twitter

SR: "I establish concepts but I don't write rules. I have very competent people to do that and I would not comment on the ACO's job because all I see is nine or 10 manufacturers in the class. It is true that having hypercar and LMDh regulations is not going to make life easy for them and I think they want to have one hypercar class, but having nine or 10 means that you are doing something right."

MN sets the scene: In 2010, the FIA GT1 World Championship was launched as the ultimate GT sprint series. It mirrored F1 in two cars per team, same livery and a cap on the number of teams using the same car to create variety. It was a challenge.

Question: Was starting the FIA GT1 World Championship a mistake? In hindsight, would you have started it?

Paul Horsfield

Via email

SR: "I would start it, I would do it in a heartbeat. There were only two mistakes. The FIA had a tendency to think everything in Formula 1 had to be applied to everything else."

"In F1, you break an engine and you start from the back, in GT racing we aren't breaking engines because of crazy development, we are breaking engines because the teams don't have the money to overhaul it when it should have been overhauled, so it was a double penalty. You are poor and at the back of the grid!"

"The biggest mistake was that they had

this belief that you need a Magneti Marelli ECU that had to be imposed on the cars and that prevented Audi and Ferrari from coming when they had an interest and it brought terrible engine problems to the Corvettes and Fords which had difficulties adapting engines to this ECU."

"That was a mistake and so was my mistake of doing a third season in 2012, when politically Jean Todt had arrived and Jean wanted something different from Max Mosley and he wanted to

create the World Endurance

Championship. Suddenly we had two

World Championships for GT cars and the reality was that there was no room for both. I should have pulled out at

the end of 2011, it would have been a wonderful experience and we wouldn't have lost so much money. The FIA GT1 World Championship was not a mistake, running it in 2012 was a mistake."

MN sets the scene: In 2004, Maserati

launched its MC-12, which again threatened to push GT rules to the boundaries. Maserati was a great name to have on the grid but the car was a supercar that could sink the category.

Question: How difficult was the Maserati MC-12 to cope with when it was launched?

Rob Leigh

Via email

SR: "It was a challenge. I thought that the car would threaten GT racing and I wouldn't have a grid. In the end, we

need to give Max Mosley maximum credit for bringing to Europe the concept of Balance of Performance because everything we have done since has been on BoP. In that regard he was a genius. He pushed the idea of restricting power, weight and aerodynamic efficiency so that all the cars could compete. It worked so well."

Question: How did the opportunity to race at the Potrero de los Funes circuit in Argentina come about?

Neil Wooding

Via Twitter

SR: "It was one of the craziest things I had in my career. I had the dream of revitalising the Mille Miglia of Buenos Aires and I went to visit the track which was in a terrible state and the promoter, who had dealt with the good Bernie for several years, was completely broke, and then the Argentinian Federation told me of a governor in the Western region and he wanted to meet me."

"They flew me to San Luis and took me to the centre of a volcano with a donkey road going around it. They said they had a race here in the 1950s or 1960s and they wanted it again. I said, 'OK, but you need a road.' They said they would build it and a year later we went back and it was an unbelievable seven-kilometre circuit that was fast with the walls really close. It was fantastic. I wish one day we could go back."

"South America has had a tough time recently. We had a championship in

"GT3 must be kept as a Pro-Am category. It is vital"

Stephane Ratel



The Spa 24 Hours was struggling before SRO turned it into a success



The controversial 2004 Maserati MC-12 threatened to derail GTs



Blancpain was launched at Monza back in 2011

Brazil, which was booming at one stage before the economy went down, but if I could add one race to the Intercontinental GT Challenge, that would be the one.”

Question: How did the opportunity to take over British GT happen?

Jim Bland
Via email

SR: “From the 24 Hours of Spa to British GT, I have never been offered a good deal! When people offer you something, it is because it is in trouble or loses massive amounts of money.

“There was Octagon who, with British Motorsport Promoters, managed GT and lost tons of money and they needed someone to take it over so they came to me, a bit like the 24 Hours of Spa which was losing money. We worked at it. It was a challenge but we made it work.”

MN: What about the ADAC GT series in Germany? Would you like that back as SRO started it?

SR: “We created it and then they took charge but we still do the BoP. There was a bit of hard feeling for a few years after they took it away but it is easier to make peace in motor racing than in Ukraine. We made peace and now with ADAC to do the GT4 series, the GT3 BoP and other projects.”

Question: Where you surprised by the success of the Blancpain Endurance Series?

Mike Martin
Via email



Mixed message: multiple makes

SR: “That is a fun story. The idea came from [Ferrari preparations specialist] Michelotto who said GT racing is about long distance racing and the cars are good, so I thought it would be good to run a series and others agreed.

“We were running FIA GT3 and had a proposal for GT2 to run an endurance series but that class was dying. I asked to run an endurance series for GT3 cars and the FIA said no, because, as I discovered later, there was an exclusive deal for GT endurance cars with the ACO.

“So I did it on my own and named it the GT Endurance Series. Very simple. Then I received a letter from the ACO saying it owned the name GT Endurance but I had already sent the presentation to the teams and started a relationship with Blancpain, so I called Mark Hayek at Blancpain and asked him if I could call it Blancpain Endurance Series because I was launching it the following day! He asked me to give him an hour, then said ‘OK’, and it went ...bam! It was a big success out of the box.

“I think things work well when I don’t take care of them and in 2011 Laurent Gaudin ran it and I was focused on the GT1 World Championship. I didn’t go to many races but it was a big success. To me it was for the amateur teams but it attracted big grids and Blancpain was really a true partner. They worked with us and pushed us to do television and hospitality on a level that we weren’t planning on doing. It was 10 years of partnership.”

MN: GT4 took longer to break through...

SR: “The FIA is not the easiest organisation to work with and although I initiated GT3, it was an FIA category and that gave it credibility. We started GT4 and it took time until Porsche took an interest. If you want to understand GT you look at Porsche. In GT4, the ideal car would have been the Cayman but they weren’t interested to start with. Porsche had a philosophy that the Cayman wasn’t the sportscar, it was the 911, although with a central engine the Cayman was perfect.

“Then, eventually, Porsche came to us as we owned the name GT4 and they wanted it for the Cayman and it became logical that if you call a car a Cayman GT4 you

would race it in GT4 as well. So then they did and sold a record number of cars and the other manufacturers saw the success and jumped on the bandwagon. It is difficult to create a category, it takes time, investment, but it is worth it.”

Question: How has the pandemic affected SRO?

Jason Roots
Via email

SR: “It has been positive for us, because we developed the esports area, new sponsors like Fanatec and lots of tech companies who are coming into our world.”

Question: Do you remember walking into the British GT paddock at Donington after you first took over, and after looking at my new-to-the-field Mosler, asking why we bothered with these silly cars and didn’t just buy off the shelf Porsche and Ferraris? Seriously though. [Stephane] took GT racing from cheap amateurs to wealthy gents and billionaire team owners and employed drivers and teams and staff throughout, and reeled in multi million manufacturer sales. He’s a bloody legend. Congrats on a fine legacy Stephane...

Martin Short
Via Facebook

SR: “That is very kind of him. But it is true about the cars. I love this story of the Mosler. Once, I am in my office and the phone rings and it was a voice I know very well, the assistant of Mr Ecclestone. She says ‘Mr Ratel, I have Mr E for you.’ ‘Whoa! I straighten up a bit. He said: ‘Stephane.’ He always called me Stephane. ‘I have something you can help me with. I have a gentlemen I do business with and would be good for your championship.’ I thought, great, maybe he can take two Astons or Ferraris. This was Gerard Lopez who went on to buy Renault in Formula 1. Gerard called me and said, ‘I bought these three fantastic cars and I want to come to your championship. They are Moslers,’ and I was like, ‘Oh, no, oh no!’ I had to work backwards to get them homologated and they were always a headache.”



The Potrero de los Funes in Argentina was a one-off GT hit back in 2010



The SRO-run British GT Championship is in rude health this season

FEATURE

THE MORAN CLAN: A HILLCLIMB DYNASTY

Roger and Scott Moran are members of an exclusive club, as they are the only father and son to have both won the British Hillclimb Championship. By Paul Lawrence



A Moran on a hill: a truly potent combination



Roger Moran has returned to his rallying roots in recent seasons

At is remarkably rare for a father and son to both win the same major British motorsport title. Notably, Jimmy McRae and his sons Colin and Alister were all British Rally champions. That feat was emulated by Gwyndaf and Elfyn Evans but it has not yet been achieved in British touring cars, British F3 or British GT.

In the British Hillclimb Championship it is the Moran family that can add their name to this illustrious list.

On an on an international level notable father-and-son champions are F1 winners Graham and Damon Hill and Keke and Nico Rosberg. It is by any measure, a pretty exclusive club.

Roger and Scott, from near Ludlow in Shropshire, both have the British Hillclimb Championship on their motorsport records and in the 75th year of the championship Scott is chasing what would be a record-breaking seventh title. But he well knows that toppling current pacesetter Wallace Menzies, among others in a quality-packed field, is a huge challenge.

It was back in 1997 that Roger won the coveted title in his Pilbeam MP72 and he was the last Pilbeam-mounted driver to win the overall title. For 2005, the Morans switched to a Gould GR61 and Scott took a remarkable run of six titles in eight years. In 2015, Alex Summers shared the Nicholson-McLaren-engined GR61 with Scott and gave it a seventh BHC title.

Scott's run of success matched the impressive 1950s record of Tony Marsh, who took hat-tricks of titles in the 1950s

and the 1960s. One year, as they shared the car, Roger finished second to his son and although both have since moved on, the GR61 remains a family heirloom and is unlikely to be used in action in the near future. It's unlikely to be for sale either.

However, Roger's motorsport roots are firmly planted in road rallying. He turned 70 in March and has no intention of packing up his chosen sport just yet. "I suppose I've always been into motorsport," he says. "I joined the local motor club and I remember going to watch the Welsh Marches Rally. That would have been in 1968 or 1969.

"I did my first rally, strangely enough, in an Austin A35. That was the only rally I did in that and I think it was a Herefordshire Motor Club novice rally and I took a novice co-driver along with me. The only way we got around was by waiting for cars behind us and following them. But we did finish."

In the late 1970s and early 1980s, road rallying was in its heyday. "It was fantastic," says Roger. "We've almost got it back again now with the closed-road stage rallies, which is great."

However, swinging regulation changes in the 1980s drove him away from road rallying. "They changed all the regulations for road rallying and you couldn't use things like the Michelin TB15 tyres and so on," he explains.

"There was a big clamp down on tyres and induction but it was a bit of a counter-productive move really, because whereas we would have run a Pinto engine on twin Webers, everybody started building 2.4 or 2.5-litre all-steel Pintos which made it a lot more expensive and actually even quicker than it was. So that didn't really work. Then people started using the Avon Turbospeed tyres and you needed six of those. So you had to carry two in the boot and change tyres at halfway."

"Instead I started doing a few Tarmac stage rallies and we did a couple of rallies in Ireland which was great. But back in 1981 or '82 it was a £1500 round trip to Ireland which was a lot of money."

"So I thought I would try some hillclimbing because a friend of mine, Bill Morgan from Leominster, had been trying to persuade me to go hillclimbing for years."



Scott Moran has dabbled in rallying and circuit racing, but loves hills



Family affair: Roger (l) and Scott are title winners



Roger Moran tackles the Tour of Epynt Rally in his Darrian in 2019



Moran Sr will use his Skoda on Jim Clark Rally

Roger bought a Delta with an Imp engine from Simon Durling and that got him hooked. "Then I bought a 1600cc single-seater and won my class in the Midland Hillclimb Championship. By 1993 or 1994 I had my first Pilbeam and I had back-to-back Leaders titles with 1600cc and two-litre cars so that was pretty good. Then we got the big car," he says of the four-litre Judd engined Pilbeam that would take him to the 1997 British title. "Roy Lane beat me the first year I had it but the second year we won the title."

It was the 17th title for a Pilbeam in 21 years but also the last for Mike Pilbeam's designs. By the time Roger won his BHC crown, his son Scott was starting to make his mark on the hills as well. He'd been exposed to the sport from the very start, having been born in 1976. "I think my baby seat was in one of his road rally cars," says Scott. "But by the time I got into motorsport dad was already on the hills. When I started hillclimbing dad had pretty well stopped rallying."

Scott started competing in the Delta and did a couple of seasons with it before his

sister Marie wanted to try the sport. "We looked around and got a Caterham but she didn't take to it so I ended up running the Caterham on my own against people like Trevor Willis. Then Debbie and I got together and wanted to buy a house. So the Caterham had to go for a deposit. But dad was in the middle of getting another Pilbeam built so he said to jump in with him. So I went from a road-going sportscar straight into the big single-seater class."

"To call that a baptism of fire was an understatement. But it was good. I made sure I just had to bring the car home. It was just trying to learn and it was a case of not walking before I could run. Dad was still chasing the title up against Graeme Wright Jr and Adam Fleetwood."

Scott took his first BHC win in 2003 at a rain-affected Harewood. By the turn of the millennium it was clear that the Gould era was coming as David Grace took the final three titles of the 1990s in his Gould-developed Ralt RT37. But it was the arrival of the GR51 that really moved everything forward.

Roger explains: "David Grace wasn't

easy to beat and then Graeme Wright Jr came along with the GR51, which was a pretty incredible car. That was a big move. I suppose with hindsight, we should have had a Gould back in the early 2000s. But we left it a bit late really. We built our Gould GR61X in 2005 and then Scott started sharing it."

Inexorably, the balance between father and son was shifting as Scott got quicker and quicker.

"We got the Gould in 2005 after we managed to find a Ralt chassis that had been unused for Formula 3," says Scott. "It's all the same dimensions and the same suspension geometry and David Gould supplied all the bits for it and we built it ourselves," said Roger.

Scott's first title followed in 2008, when he managed to stop Martin Groves adding a fourth straight title, and then took his second crown a year later. Groves bounced back in 2010 while in 2011 Scott and Roger finished a remarkable 1-2 in the title race.

"That was a really big achievement and I was very proud of that," says Roger. "That was a difficult thing to do

as we were taking points off each other."

The Moran Gould then took four straight titles from 2013 as Scott won three and Alex Summers won in 2015. Scott's 2016 title, number six, put him level with Tony Marsh on the all-time BHC title count. "Obviously, I wanted Scott to win the championship and I wasn't fast enough to win it by then. I'm really chuffed with how he's done and how the car performed for 15 years," says Roger. "I don't think we'll ever sell it!"

"Hillclimbing is just massively competitive," says Scott. "And it's so intense. You've got to nail it straight out of the box. There's no other sport where we can drive this type of car unless you do BOSS racing or something like that. You can't describe what it's like: it's just like a shot out of a cannon and it's incredibly intense."

"You think you spend hours in the garage all week and then it's taken longer to load the trailer than to drive the thing, but it doesn't seem like that when you're actually driving and 22 seconds at Shelsley feels like a lifetime. It's like the time slows down somehow."

After taking his sixth title in 2016, Scott took a deliberate step back to focus on his young family and only tackled about half of the events on the 2017 calendar. Back then, a daunting 17-event schedule was a massive commitment and in the last couple of years it has been pegged back to a more manageable 13 events. After the BHC was lost to Covid in 2020, the first time since 1947 that it had not run, Scott was back on the championship trail in 2021 after accepting an invitation to share the new Gould GR59 of Graham Wynn. He took third behind Wallace Menzies and Alex Summers and is now

in the early stages of his 2022 campaign.

A seventh title is clearly a possibility. "I'd like to try and do another," says Scott. "It's not like I ever expected to win six. I never expected to win one, so to do six was amazing. The GR61 was just an incredible package all the way through. Now, I'm very fortunate that Graham offered me the opportunity to drive his car. We'd reached the limit of what the GR61 could do. The truth is that the tub was actually a 1998 tub and that's now 25 years old. We built the car in 2005."

While Scott was becoming the joint most successful driver in hillclimbing history, Roger was having a fresh foray into rallying, starting back in 2009 with a Porsche. "I've gone back to rallying more recently and I've got an Escort and I've had a BMW M3 and a Darrian, all for asphalt rallies. Now I've got the Skoda Fabia R5 and that's a very, very good car. But I still hillclimb as well! I'll be doing the Jim Clark Rally at the end of May and some hillclimbs and helping Scott as well."

Scott, meanwhile, has dabbled with rallying. "I've probably done half a dozen rallies in the Mk2 Escort with a second and third overall at Anglesey." It was fun, but it does not take the place of top level hillclimbing.

Between them, the Morans run the family motorhome business, based on the outskirts of Ludlow. "Work, the family and motorsport take up pretty much all of my time," says Scott, who has two children, Ollie aged 11 and Emily aged seven. "I like to get out on the mountain bike and we've got a new puppy as well." Roger, meanwhile, has no plans to retire from competition. "Keep on competing? Yes, it keeps you young, or tries to!" ■

"My baby car seat was in a road rally machine"

Scott Moran



Moran Jr powered to his sixth British Hillclimb Championship in 2016

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SPORTING SCENE REPORTS

HAREWOOD HILL: BRITISH HILLCLIMB CHAMPIONSHIP BY PAUL LAWRENCE



Menzies was the first man to beat 47s at Harewood



Matthew Ryder's Gould in the mix

MENZIES BREAKS HAREWOOD RECORD

Another epic day of hillclimb action was delivered on the opening visit to Harewood for this year's British Hillclimb Championship. Ultimately, defending champion Wallace Menzies won twice but both results were in doubt until the final corner of the last run.

One of the big stars of the day was Matthew Ryder in only his third weekend at the top table as he delivered two mighty performances in the Gould GR59 he's sharing with Will Hall. Seemingly unfazed by pitching in at the very top of the sport, Ryder put a big marker down in the first run-off with a 47.39-second climb.

That time edged Alex Summers back to fourth even though his 47.62s time was still under Menzies' 2019 hill-record 47.81s.

However, Scott Moran went even better and joined Ryder and Summers under the existing record with a stunning 47.05s that really put the pressure on Menzies. Menzies had been the fastest qualifier and so was last to go in the run-off and he went to the line knowing Moran's time.

In typical Menzies style, he put it all together when the pressure was really on and stopped the clock at 47 dead in his Gould GR59 to score another victory, his 58th in the BHC. Moran had wanted to try

and break the 47s mark and had come tantalisingly close.

At the end of the afternoon, the second run-off was once again settled on the final run by Menzies. While Moran probably pushed just a little too hard and posted a 47.46s, Ryder was again incredibly impressive with a 47.19s which threw the gauntlet down to Summers and Menzies who were both yet to run.

Summers had strong splits as far as the farmyard, but just dropped a fraction on the final blast up to the finish as his 47.15s pushed Ryder back to second and left Menzies once again knowing that he had to really turn it on if he was to score

another win. The red Gould rocketed around the lower sections of the hill and then stormed up the high-speed dash to the final corner to set the fastest time ever seen at Harewood. His 46.86s charge was the first ever sub-47s climb of the Yorkshire hill and was just reward for Menzies and his team.

"We did a lot of work after Prescott but we weren't sure it would work in the dry," said Menzies after winning twice in the rain of Craigantlet.

Ryder was the day's other big star: "Every weekend is a learning weekend and I wasn't expecting that at all. It just clicked today!"

Meanwhile Jack Cottrill was

elated to score the final point in his IndyCar-engined Dallara after a major panic to resolve a wheel sensor problem that developed at the last corner of his second qualifying run. They had the car fixed with literally a second to spare before he would have been timed out and missed the run-off.

Richard Spedding and Dave Warburton were mighty to head the smaller-engined cars while Nicola Menzies made it a great day for the family by slicing a second off her own ladies' record.

Results
Round 5: 1 Wallace Menzies (3300cc Gould-Cosworth GR59) 47.00s; 2 Scott

Moran (4000cc Gould-Judd GR59J) 47.05s; 3 Matthew Ryder (4000cc Gould-Judd GR59J) 47.39s; 4 Alex Summers (2650cc DJ-Cosworth Firestorm) 47.62s; 5 Trevor Willis (3200cc OMS 28-RTE) 48.63s; 6 Will Hall (4000cc Gould-Judd GR59J) 48.94s; 7 Richard Spedding (1600cc GWR-Hayabusa Raptor) 49.01s; 8 David Uren (3500cc Gould-NME GR55B) 49.20s; 9 David Warburton (1600cc Gould-Suzuki GR59) 49.48s; 10 Eynon Price (1720cc Force-Hayabusa TA) 51.12s.

Round 6: 1 Menzies 46.86s; 2 Summers 47.15s; 3 Ryder 47.19s; 4 Moran 47.46s; 5 Willis 48.02s; 6 Uren 48.78s; 7 Spedding 48.98s; 8 Warburton 50.48s; 9 Jack Cottrill (2650cc DJ-Cosworth Dallara) 50.63s; 10 Lee Griffiths (1660cc OMS 25-Suzuki) 50.71s.

Championship positions (after 6/30 rounds): 1 Menzies 56; 2= Moran and Summers 54; 4 Ryder 42; 5 Willis 40; 6 Uren 31; etc.

BRISCA F1: SKEGNESS BY COLIN CASSERLEY

MAY 7

TEENAGER THORNTON SHOCKS WITH MAIDEN BRISCA F1 WIN

In his first full meeting in Brisca F1, 16-year-old Callum Thornton chalked up a heat-and-final double and he did it in convincing style. Thornton had one previous outing in a Brisca Formula 1 car in the 2021 season-ending Under-25 championship where he had finished in eighth place.

Joshua Spiers took the lead at the drop of the green flag but he was soon overtaken by the flying Thornton. Further back, Drew Lammes was making his way to the front with Luke Davidson

breaking away from the red-top drivers and starting to track the leaders down.

A yellow flag just after midway for a multi-car pile-up on the back straight bunched the field. On the ensuing restart, Thornton opened an advantage over Lammes. With three laps to go, Davidson punted Lammes wide to take second place. Lammes immediately tried to repay the compliment on the following turn but narrowly missed making contact, which allowed Davidson

to set off and pursue Thornton but he was ultimately unable to halt the teenager.

Tom Harris snatched third from Lammes on the last lap. Fourth-generation driver Courtney Finnikin came home fifth on her debut in Brisca F1.

The winner said: "I tried hard on the original start to get to the inside of the track as quick as I could, I managed to do that, and the car really handled well. On the restart I just tried to make sure I didn't go wide. I saw Davidson closing in on

the last lap, but I thought I was far enough ahead to avoid a hit."

Davidson joked: "I am sure they cut the race short by a lap... I might have caught him if the race was a lap or two longer. But Thornton drove a great race and deserves the credit."

Results
Organisers: Skegness Raceway, Brisca F1
When: May 7 **Where:** Skegness
Starters: 57
1 Callum Thornton; 2 Luke Davidson; 3 Tom Harris; 4 Drew Lammes; 5 Courtney Finnikin; 6 Casey Englestone; 7 Jordan Falding; 8 Eddie Collins; 9 Mat Newson; 10 Charlie Sworder.



Thornton joined the big league with his first F1 win

BRISCA F1: ODSAL STADIUM BY COLIN CASSERLEY

MAY 2



Newson earned the spoils

NEWSON HOLDS HIS NERVE UNDER BIG PRESSURE FROM CHAMP HARRIS

For the second consecutive meeting at Bradford, Mat Newson came home first in the final. If his win at the same venue a month ago could have been considered fortunate when race leader Tom Harris suffered a late-race puncture, his glory on Bank Holiday Monday was far from lucky as he held off an assault from

Harris in what observers consider to be the race of the season.

Tom Brown made the early running before a yellow flag bunched the field on lap four. On the restart, Mark Balmer nudged his way into top spot only to see a yellow flag come out again when Mark Poole and Ricky Wilson tangled. Balmer led the restart but,

just before the halfway point, he clattered the Turn 3 wall and flipped his car bringing out a red flag.

Newson assumed the lead with Frankie Wainman Junior Jr, Danny Wainman, Harris and Neil Shenton rounding out the top five.

Over the next few laps, the leaders engaged in a titanic battle

with bumpers and positions changing places on every corner. With three to go, Harris moved into second behind Newson and attempted to barge his way into the lead but, on each occasion, Newson bounced off the wall and retained his lead. On the final circuit, Newson and Harris engaged in some cat-and-mouse tactics with Newson slowing

down forcing Harris to attempt to punt Newson wide, but the Norfolk driver managed to hold on for the race win.

Results
Organiser: YorStox, Brisca F1
When: May 2 **Where:** Odsal Stadium, Bradford
Starters: 28
1 Mat Newson; 2 Tom Harris; 3 Frankie Wainman Junior Jr; 4 Paul Hines; 5 Danny Wainman; 6 Neil Shenton; 7 Sam Makim; 8 John Dowson; 9 Jason Cull; no other finishers



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RACING REPORTS

PEMBREY: BARC BY PETER SCHERER

Photos: Steve Jones

MAY 7-8

Ryan Smith was in control in British Trucks



John Mickel leads Miles Rudman in Legends

SMITH TAKES A BIG RIGS WIN QUARTET

Reigning British Truck Racing champion Ryan Smith took four wins out of five in his Daimler in South Wales.

In Saturday's two outings, he led from lights to flag with Stuart Oliver's Volvo and John Newell's MAN TGS in second and third twice over too.

Not even a partial reversed grid could stop Smith taking win number three, but it took him until the final lap to oust Mark Taylor's MAN TGX. Tom O'Rourke managed to hold off fellow MAN TGS pilot Steven Powell for third position.

With Newell and O'Rourke clashing at Brooklands and Smith off the circuit in avoidance, the fourth

British Truck race had to be restarted. Simon Reid's Iveco Stralis just held onto his race-long lead, from the ever-closing Smith once he had relegated Taylor from second on lap three. Oliver followed to claim third a couple of laps later.

Newell managed to hold off Smith and Oliver for five laps in the final race before Smith got by and Oliver followed four laps later. Smith held sway at the top to make it a quartet of victories.

Once Will Gibson had retired from the opening Legends heat with a fractured oil pipe, it was a three-way battle to the flag with John Mickel just fending off Miles Rudman and Jack Parker.

Rudman led heat two from the fifth lap but had to work hard to hold off the challenging Daniel Clark and Parker, but not even a safety-car intervention could stop Gibson from dominating Saturday's final. Mickel and Chris Brockhurst almost tied for second.

Mickel was victorious in Sunday's opening heat. Leading from lap seven after squeezing past Rudman, Gibson joined in to make it a nose-to-tail for the podium onto the very last lap.

Marcus Pett and Steve Whitelegg battled it out in heat two, with Pett hitting the front from lap five. Gibson made it into third on the same lap and was close enough to threaten both to the flag.

Rudman took the final spoils after a restart and surviving race-long pressure from Mickel. Nick Bridgeman completed the podium after a duel to the flag with Brockhurst.

Nelson King proved unbeatable in the opening rounds of the Mini Challenge Trophy. He led all three races from the opening lap. Matt Hammond was a close second in race one and Lee Pearce the head of a train for third.

Nicky Taylor led the pursuit in race two but was almost caught by Alex Solley in the closing laps. In the weekend's finale, Taylor was a more comfortable second with Louie Capozzoli third.

There were three different Pickup Truck winners. Michael Smith headed the restarted opener after George Turiccki had a grassy trip on the first lap. In race two, Mark Willis ousted early leader Danny Hunn on lap five to take the spoils.

It was a dual between Dale Gent and Reece Jones in the final, before Gent consolidated his advantage during the second half.

It was a double win for David O'Keeffe in the 2CVs. Pete Sparrow, Nick Crispin and Nick Roads followed closely in race one, while in the second Crispin was barely inches away throughout, with both Roads and Lien Davies in their wheel tracks too.

RACE WINNERS

British Truck Racing Championship

Races 1, 2, 3 & 5: Ryan Smith (Daimler); **Race 4:** Simon Reid (Iveco Stralis)

Legends

Races 1 & 4: John Mickel; Races 2 & 6: Miles Rudman; **Race 3:** Will Gibson; **Race 5:** Marcus Pett

Mini Challenge Trophy

Races 1, 2 & 3: Nelson King

Pickup Trucks

Race 1: Michael Smith; **Race 2:** Mark Willis; **Race 3:** Dale Gent

2CV

Races 1 & 2: David O'Keeffe

Welsh Sports and Saloons

Race 1: Rhys Lloyd (Opel Astra); **Race 2:** Damian Longotano (Westfield SE)

OULTON PARK: MSVR BY STEVE HINDLE

MAY 6-7

Photos: Steve Jones, Steve Hindle

KHERA GETS TO GRIPS WITH FERRARI ATTACK

Lucky Khera delivered a masterclass in tyre management at Oulton Park, extracting all the pace and consistency needed to score back-to-back wins as Ferrari Challenge UK got its 2022 season underway.

Using the same new Pirelli rubber as seen in both British GT and GT Cup, Khera arrived in Cheshire with the experience of more than a handful of races already under his belt. Straight away he put this to good use, heading to Friday's pole position with a 0.5-second advantage.



Seale's bid for Coppa Shell honours ended in disaster

The champion was always in control of the first encounter but, when fellow front-row starter Graham de Zille failed to deliver any momentum off the line, Paul Hogarth seized the opportunity to head straight into second place, relegating de Zille into third. That is how it stayed despite pressure from de Zille to regain second spot, and from Faisal Al Faisal in fourth, eager to make the podium.

Paul Hogarth held firm in third but, further back, Seale and Simmerson were at it again, this time though it was Seale who was frustrated and behind. Seale probed and pushed, showing his nose, then getting half a run coming out of Druids, he launched his attack as the two headed into Lodge.

Simmerson gave space but Seale carried too much speed, hitting his rival once, then twice as they clattered side by side up Deer Leap, before Seale suddenly speared across the track, mounted the barrier near the pit entry and landed



Lucky Khera built on his experience for two Ferrari Challenge Trofeo victories

first on it and then over it.

Simmerson was able to take the restart, won again by Khera, while Seale (his car heavily damaged) was later disqualified and given penalty points for the contact.

There were three Pirelli Ferrari Formula Classic races to enjoy, Wayne Marrs kicking-

off 2022 with another dominant display in races one and two, despite giving himself much to do in the second encounter.

Vance Kearney and Tim Walker battled nose-to-tail in race three after a wayward start, Kearney getting ahead early on and then soaking-up the pressure to take the win.

RACE WINNERS

Ferrari Challenge Trofeo Pirelli UK

Races 1 & 2: Lucky Khera (Ferrari 488 Challenge)

Pirelli Ferrari Formula Classic

Races 1 & 2: Wayne Marrs (Ferrari F355 Challenge); **Race 3:** Vance Kearney (Ferrari F355 Challenge)

RACING REPORTS

KNOCKHILL: SMRC BY STEPHEN BRUNDSON

MAY 8

GRAY BEATS COLVILLE IN EPIC FIESTA BATTLES

Photos: Jim Moir

Defending Scottish Fiesta ST Cup champion Steven Gray bagged another double victory last weekend to maintain his perfect start to the season so far.

Gray led off the line from pole position at the start of the opening race, with Dave Colville recovering from a poor initial getaway from third to sneak past the impressive youngster Broddy Orr at McIntyres.

From then, Gray and Colville made a slight break at the front as the leading quartet split into two squabbling pairs. Colville forced Gray to go defensive under braking for the Hairpin and briefly got alongside on the main straight on the 10th lap of 12, which brought Mark Dickson into a three-way battle for the win. Gray held on to claim a narrow victory from Colville, with just 0.6 seconds covering the podium finishers.

Gray again led the way in race two, but Colville remained glued to the back of the leader's Fiesta. A missed gear from Gray exiting the Hairpin allowed Colville to pull alongside into Duffus Dip before the latter snuck through into the

lead when Gray dipped a wheel onto the grass at Leslies. Keen to make a break, Colville pushed too hard on the following lap, running deep at the Hairpin which enabled Gray to reclaim the lead, which he maintained to keep his unbeaten run alive.

Dave Cockell took his Ford Escort Cosworth to a pair of victories in the visiting Modified Ford Series. Cockell, driving at Knockhill for the first time, had taken pole position to the tune of 1.7s from closest rival Jack Gadd but didn't have such an easy time come the race.

He built a lead of nearly two seconds but fell into the clutches of the chasing Mk1 Escort in the closing stages. Just half a second split the pair at the line, with Piers Grange's Mk2 Escort completing the podium.

Cockell then doubled up in the second encounter, red flagged after a spectacular crash for Paul Daly at the Hairpin.

The Scottish C1 Cup produced two excellent 10-lap races, with Thomas Comber and Sam

Corson taking the wins as defending champion Ross Dunn completed a damage-limitation weekend with a seventh and sixth place. Comber fended off a title-focused Finlay Brunton in the opener, with the latter electing to pick up points in second.

Brunton collected another second in race two, behind Corson, while a frenetic seven-car battle for the podium was settled in favour of Paul Winfield, who repeated his race-one achievement.

Michael Weddell took two wins and a third to extend his Mini Cooper Cup points lead, despite dropping to sixth following a brush with a quicker R53 in the second race. Third in the final race, won by Jack Irvine, after a superb move around the outside of Chad Little at McIntyres, capped off a terrific weekend for the reigning champion.

John Kinmond took his Rover 3500 to both Scottish Classic victories, while 1995 BTCC champion John Cleland in his Vauxhall Vectra won the Super Tourer race.



Gray was under threat in Fiestas



Visitor Dave Cockell prevailed twice in Escort

RACE WINNERS

Scottish Fiesta ST Cup
Race 1 & 2: Steven Gray (Fiesta ST)

Modified Ford Series
Race 1 & 2: Dave Cockell

(Ford Escort Cosworth)

Scottish C1 Cup
Race 1: Thomas Comber; Race 2: Sam Corson

Scottish Mini Cooper Cup
Race 1 & 2: Olly Mortimer (Mini Cooper R53); Race 3: Jack Irvine (Mini Cooper)

Scottish Classic Sports and Saloons
Race 1 & 2: John Kinmond (Rover 3500)

Super Touring Trophy
John Cleland (Vauxhall Vectra)

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RACING REPORTS

BISHOPSCOURT: BARC BY RICHARD YOUNG

Photos: Michael Chester

MAY 7-8

Barrable was made to work for four Legends victories



Two Formula Sheane wins went to Kearney



LEGENDS THRILLERS ON ANNUAL ATTACK ON BISHOPSCOURT

Bishopscourt's once-a-year car meeting has always been a large affair. It is organised by a consortium of club representatives from both sides of the Irish border and overseen by British Automobile Racing Club. It's unique, while the circuit – normally used by bikers – presents new challenges for all.

The fact that, thanks to Covid, it hasn't run since 2019, also added to its appeal this year. That resulted in a mammoth entry of almost 200 cars, representing all the regular Irish classes, and a very busy programme.

Legends got it all off to a flying start, with two races

on Saturday. The first was won by Geoff Richardson by a gnat's whisker from Peter Barrable. The order reversed in the second with Barrable ahead by a massive 0.4 seconds...

There were three Legends appearances on Sunday. The curtain-raiser featured a mighty charge by Barrable from the back of the grid to catch Richardson after a handful of laps and overhaul his rival for victory. Then it was Barrable all the way for the other two races.

Jack Byrne emerged triumphant from the first of two Formula Vee encounters with Anthony Cross and Gavin Buckley keeping him very close company across the line. In the second race, Jordan Kelly

emerged ahead of multiple champion Cross. Buckley completed the podium with Byrne in his wheel tracks.

On the first start of the opening BOSS race, Jonathan Fildes powered his Lola-Renault V6 from the second row to lead into Turn 1 but misadventure struck a lap later and he came to a halt. The race was halted. At the restart, a squabbling bunch of F3 Dallaras led the action with Aaron Gaughan leading Tony Greenan and Noel Robinson over the line.

In race two, Fildes was back in action. There were no mistakes this time around as the Lola boomed away into an unassailable lead. Gaughan led the F3 brigade again from

Michael Roche this time with Greenan next in line.

In the Historic showdown, David Kelly's beautiful Crossle 9S BMW strolled away from the MGBs of Gareth Thompson and Bernard Foley twice. The Future Classic class went to the Honda Civic of Mark Geraghty. Ford Fiestas abounded and bounced off each other and the scenery on occasions. The Mondello-based ST versions provided wins for Daragh Denning and Eddie Peterson, while Derek Graham took the Northern Ireland Zetec class on both occasions. The Irish Fiestas Zetecs were also in action with William Kellett and Keith Rabbit scoring a win apiece.

And there were back-to-back victories for Steven Larkham's Radical in Roadsports and Jonathan Taylor in the concurrent Striker class.

That was a feat repeated by Richard Kearney in a small field of Formula Sheane entrants. Shane Murphy took the honours in the first Seat Supercopa encounter but could do no better than fourth in the second, which went to Ross Barnes.

The Irish Touring Car Championship saloon field was dominated by Stephen Traub in his immaculate Honda, although Peter Baxter's Seat stayed close. Alan O'Neill's Mazda RX-7 provided the opposition in race two.

RACE WINNERS

Legends
Race 1: Geoff Richardson; Races 2, 3, 4 & 5: Peter Barrable

BOSS Ireland
Race 1: Aaron Gaughan (Dallara F3); Race 2: Jonathan Fildes (Lola-Renault)

Formula Vee
Race 1: Jack Byrne (Leastone); Race 2: Jordan Kelly (Sheane)

Formula Sheane
Races 1 & 2: Richard Kearney

ITCC/NI Saloons
Races 1 & 2: Stephen Traub (Honda Integra)

Roadsports
Races 1 & 2: Steven Larkham (Radical PRO6)

Seat Supercopa
Race 1: Shane Murphy; Race 2: Ross Barnes

Fiesta Zetec
Race 1: William Kellett; Race 2: Keith Rabbit

HRCA Historics
Races 1 & 2: David Kelly (Crossle-BMW)

Fiesta ST
Race 1: Darragh Denning; Race 2: Eddie Peterson

CADWELL PARK: MGCC BY MARK PAULSON

MAY 8

EALES AND WILLIAMS SPLIT THE GLORY

Photos: Mick Walker

Champions Mark Eales and Mike Williams look set for a season-long duel for MG Metro Cup honours after sharing the honours again at Cadwell Park.

Williams was over a second clear of defending champion Eales in qualifying but Eales made quicker race getaways, inadvertently squeezing Williams onto the grass at Coppice in the opening contest. The 2017 title winner Williams dropped to fourth, having to pick off Tim Shooter and Dick Trevett before tackling Eales's six-second lead. After a safety car, Eales withstood Williams's pressure in a one-lap dash.

Fending off Jon Moore's challenge for second at the

start was key to Williams's race two success. He got a run exiting Charlie's to overhaul Eales, then managed his advantage. Shooter overhauled Moore for third.

Maiden Cockshoot Cup went to Mark Wright (MGF Cup) and Paul Wignall (MG ZS 180). Wright thrilled with his charge from the back of the grid (having qualified out of session) to overhaul former motorcycle racer Wignall and claim the opener before his engine blew as he gunned for a repeat. Wignall overcame the nippy MG Midgets of Keith Eggar, plus of David Morrison and Ian Whitt – who clashed – to win.

Fergus Campbell took his Class B ZR to a dominant

MG Cup success. Ian Boulton's similar car was a lonely second while Richard Buckley (Rover Tomcat) eventually forced a mistake from Dave Nixon to take third. Buckley got the jump in race two but couldn't shake off Nixon, so used Campbell's presence in third to ensure Nixon was always watching his mirrors too.

A fine Morgan Challenge battle between the similar +8s of Russell Paterson and Roger Whiteside went Paterson's way by 0.5s. Andrew Thompson's V6 power overcame the straight-six BMW-derived motor of Tom Andrew's +6 in for third, with former F3 Cup man Shane Kelly heading the four-

cylinder machines in fifth.

The returning Jason Burgess swept to double MG Trophy glory, with Patrick Booth twice second. Josh Bromley passed the ailing James Dennison late in the opener for third but lost out as the pair clashed early in race two, as Dennison eventually recovered to third.

Richard Bridge's engine failure in qualifying removed Paul Sibley's main Midget and Sprite Challenge opposition and Sibley duly crushed the rest. Class E runners Pippa Cow and Robin Lackford followed him home in race one, before Bridge stepped into his dad John's car to take third behind Cow in race two.



Eales was under pressure from Williams in the Metros

RACE WINNERS

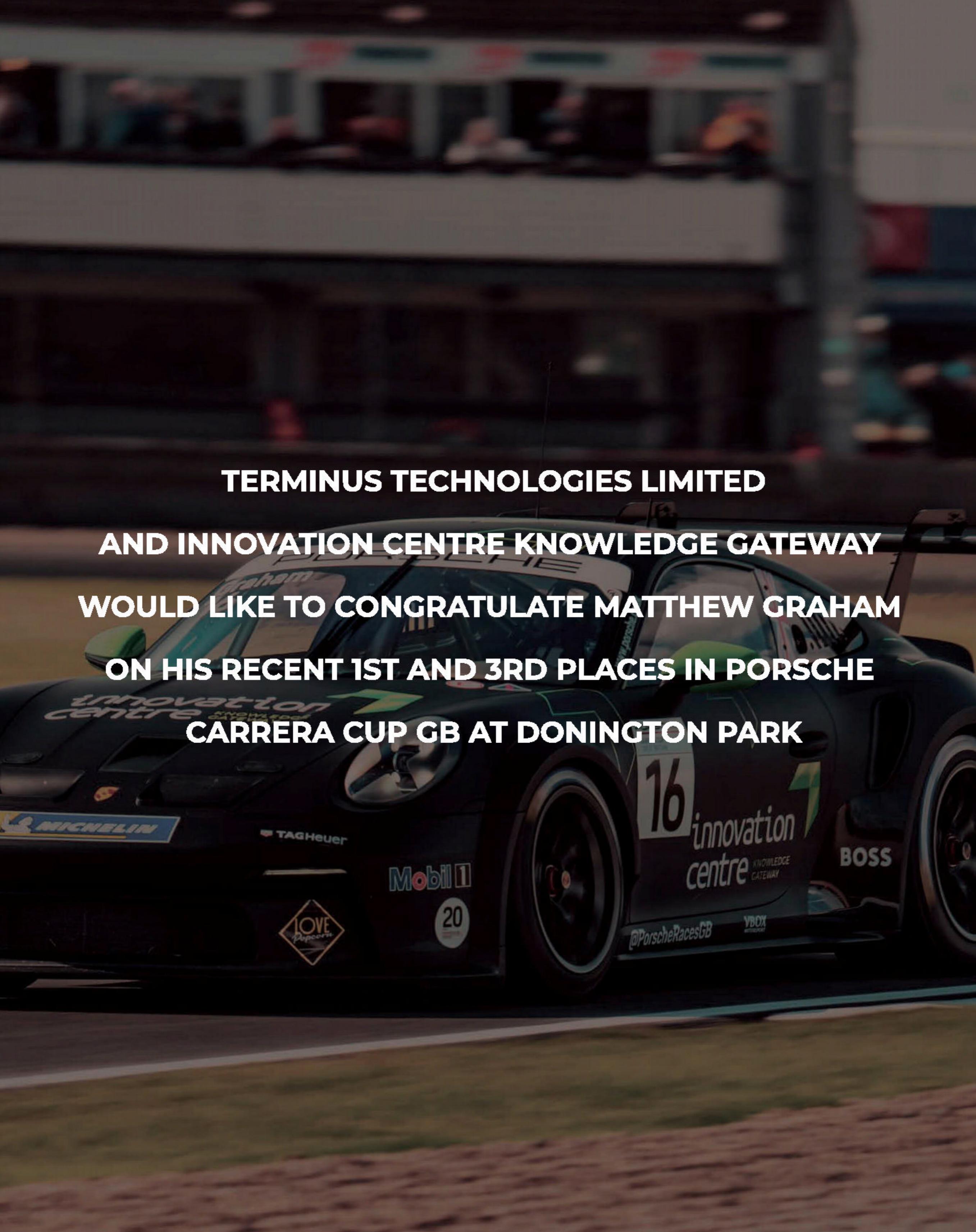
MG Metro Cup
Race 1: Mark Eales; Race 2: Paul Wignall (MG ZS 180) (Rover 220 Tomcat Turbo)

MC Trophy
Races 1 & 2: Jason Burgess (ZR 190)

MG Cup
Race 1: Fergus Campbell (MG ZR 170); Race 2: Richard Buckley

Morgan Challenge
Russell Paterson (+8)

Midget & Sprite Challenge
Race 1 & 2: Paul Sibley (MG Midget)



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ON HIS RECENT 1ST AND 3RD PLACES IN PORSCHE
CARRERA CUP GB AT DONINGTON PARK**

COLUMNIST

MATTY GRAHAM



The 25-year-old from County Durham is on the comeback trail starting with a fine Porsche Carrera Cup season opener



Late deal got Graham drive



Photos: Jakob Ebrey, Porsche GB

My deal to race in Porsche Carrera Cup GB with Redline Racing this year didn't feel real because it came together in such a short amount of time.

Porsche's media day was coming up, and the Carrera Cup was always of interest for this season but nothing ever came of it. So it was the Saturday the idea for the drive came about from Simon Leonard at Redline, then Sunday I got a call from Josh Ward of Terminus Technologies who I'm now working with, and that day the deal was done, right we're going racing. And media day was on the Monday.

It also didn't feel real as it was for the full season and I've not done a full season since 2020 and before that it was 2017. So a full season's racing for me is really special.

So then I went to the media day. It's a new car in Carrera Cup GB this year so I wasn't massively confident because I'd not done any testing. But it went really well, we were all on old tyres so it was a pretty decent gauge as to where everyone was at, and

I felt comfortable in the car really quickly.

I've always been quite good for learning pretty fast and session one on Thursday before Donington Park's round one was my first time on new tyres, which I don't think anyone else on the grid could say. I got a bit of a shock there just how much more grip the car has than the old one especially on the front. There was a huge bit of learning; just small changes in driving style make a massive difference. I was surprised at how competitive we were throughout the Donington weekend despite the lack of testing.

Leaving Donington joint leading the championship, if you'd offered me that going in I would snap your hand off. I was always expecting a fight for the championship, I just had accepted it might take a bit of time and I'll come on strong towards the end of the season. After Donington it's just more than ever cemented in my mind that the championship is most definitely what we're going for.

Donington's race one was always about damage limitation because in qualifying we got our best lap taken away, so we got put back

to sixth and it's quite hard to overtake in these cars. So it was trying to get in the top four to secure a reversed-grid position for race two. Finishing third was good, and was ideal for the reversed grid. I started P2 in race two, and I then got a good start and won.

Josh and Terminus, which has a partnership with Innovation Centre, have got some really cool things coming up, stuff that's really blown my mind in terms of technology. I know a little about tech but then when you meet these guys it's just a whole another level. Also we've got lots of potential partners coming onboard.

I think one of the key things that brought me and Josh together is back home I've got my own business, making popcorn. So I think Josh appreciates my understanding from a business perspective, that value for money for sponsors and partners is extremely important, it's more than just a sticker on the car. Being fast helps as well so I think we'll achieve plenty together this year.

It's really hard to sit out from racing as I have done in a few recent seasons, because you're restricted on finances. Motorsport's got that extra element where you've got to be a bit of an entrepreneur and find these companies to connect with.

In karting I had a great time and a lot of success, and from there we went into single-seaters: little did we know how much financial input you would need there. I could write a book of all the things I have learnt from motorsport and I wish I could talk to my younger self and put across key pointers that I now know. But you live and learn and I'm happy with where we're at now.

The future is very much a case of working with someone like Josh to see what we can achieve going forward, and this year we'll go for it and try to get the championship. With racing it's hard to plan really far ahead, so I just hope I keep putting in some good performances, some opportunities will come up and I'll take them with both hands if I can.



A good start set up Graham for Carrera Cup GB race win

"I'd have snapped your hand off to lead the championship after round one"

FEATURE

MOTORSPORT NEWS POLL

THE BEST RACING JAGUAR

The grand British marque has produced plenty of evocative motorsport machines, competing in sportscars, tin-tops and even elsewhere. But which is your Top Cat?

Photos: Motorsport Images

Jaguar is central in British motorsport aristocracy, and its motorsport machines from the past and even the present inspire unparalleled affection.

The grand old car maker's racing activity is mostly associated with sportscar racing and in particular its stirring Le Mans successes. But there's more to Jag even than that. It has sampled a perhaps surprising range of motorsport categories, and its tin-top success in particular is worthy of note too.

And we want to know which of Jaguar's motorsport machines is your favourite, and as usual have come up with our shortlist of 10 for you to pick from.

These are outlined here, and now it's over to you to cast your eyes over the selection and pick your

HOW TO VOTE

- Visit fastcar.co.uk
- Click on 'Motorsport News'
- Find your favourite and vote

favourite by voting online.

The results will be in the May 26 edition of Motorsport News, which will be a Jaguar special paying tribute to the evocative marque.



3 Jaguar D-type

The iconic D-type sums up Jaguar: successful, elegant and revolutionary. It even had a feline look. The ground-breaking car introduced a magnesium alloy monocoque and – most noticeably – benefited from sleek windtunnel-honed aerodynamics. It won Le Mans three times from 1955 to '57, and in the last of these took five of the top six finishing places.

THE NOMINEES

1 Jaguar XJ120

This ultimate post-war British sportscar put Jaguar on the international competition map, with style and performance the brand became synonymous with.

The XJ120's breadth was extraordinary: it started Jaguar's Le Mans story in large part with a fine showing in 1950, took two RAC Rally wins and even became the first foreign-built car to win in NASCAR's top class.



2 Jaguar C-type

Jaguar's Le Mans legend starts in earnest here, as the C-type took the marque's first two wins therein in 1951 and '53. And the 1953 win charted new territory as the first Le Mans win with an average speed of over 100mph plus the car featured the grand technological stride of disc brakes, far outperforming the then-standard drum variety.

4 Jaguar XJ12C

On results the Jaguar XJ12C was an undoubtedly failure. Yet the striking and glorious-sounding V12-engined machine was a glorious failure.

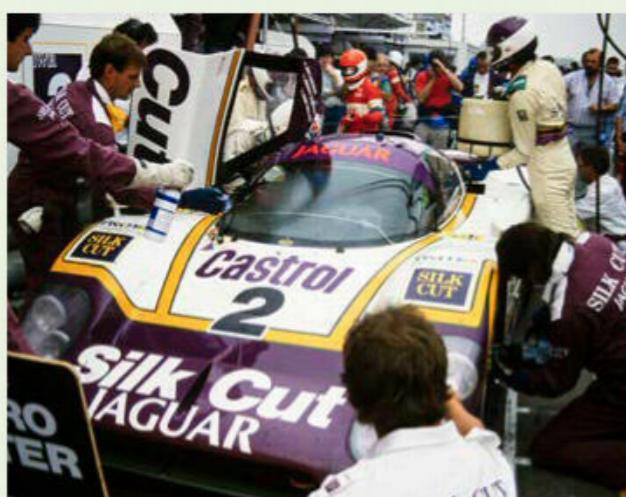
The Broadspeed-prepared XJ12C routinely outpaced allcomers in the European Touring Car Championship. But the project was canned before reliability problems were sorted, making the XJ12C a yearning what-might-have-been tale.



5 Jaguar XJ-S

In the early 1980s Jaguar returned to international motorsport eminence after a quarter century away with its Tom Walkinshaw Racing V12-powered Jaguar XJ-S in the European Touring Car Championship.

The XJ-S, with Walkinshaw's rugged driving and team management, was immediately a factor and by 1984, in British Racing Green, it clinched the drivers' title plus the Spa 24-hours.



6 Jaguar XJR-9

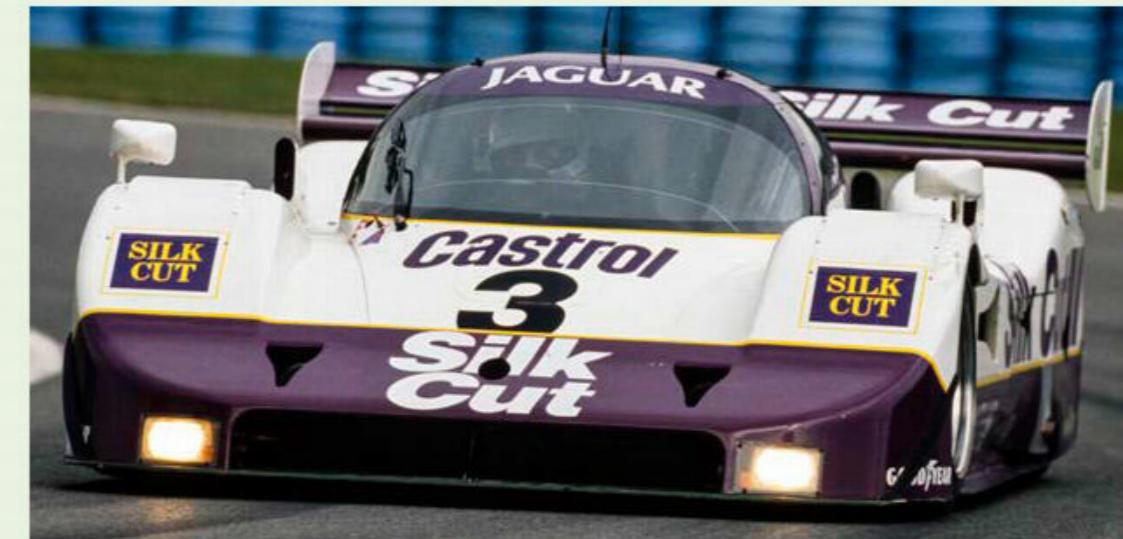
For much of the 1980s sportscar racing, and Le Mans, meant Porsche. That was until the Tom Walkinshaw Racing-Jaguar partnership.

And the crowning glory was the XJR-9's heady and scintillating 1988 Le Mans triumph, Jaguar's first Le Mans win since 1957 and the first non-Porsche win since 1980. It got that year's World Sportscar title double too.

7 Jaguar XJR-15

The Jaguar XJR-9, with Tom Walkinshaw's prompting, also fed directly into Jaguar's supercar direction with the ground-breaking limited-edition XJR-15.

It's fondly remembered for its remarkable one-make race series the Jaguar Intercontinental Challenge, that in 1991 supported Monaco, Silverstone and Spa's Formula 1 races. Among the series' ingenious incentives was \$1million, claimed by Armin Hahne, for winning the Spa race.



8 Jaguar XJR-11

The ever-vigilant Tom Walkinshaw concluded, even after Jaguar's conquering 1988, that the XJR-9's seven-litre V12 engine needed replacing with a compact turbocharged unit.

The result was the XJR-11, its engine developed from the evocative Group B Metro 6R4's. The XJR-11 took pole on its debut, and was competitive even against the classic Mercedes C11, though poor reliability denied it better results.



9 Jaguar XJR-14

The Jaguar XJR-14 is one of very few cars that moved a formula forward and left all rivals gasping.

For World Sportscars' new-for-1991 3.5-litre engine regulations, no less a figure than Ross Brawn created 'an F1 car with bodywork'; the XJR-14 producing stunning downforce. On its Suzuka debut it qualified 2.5 seconds clear of the rest.



10 Jaguar R4

Formula 1 proved tougher for Jaguar, with a bloated early-2000s Ford-led effort. But come 2003 a slimmed-down squad rose to respectability with driver Mark Webber a regular factor near the front.

In Brazil he missed pole by just 0.044 seconds, while in Hungary he started third and ran second through the opening stint. Eighteen points that year was the team's clear high-tide watermark, and the outfit also provided the foundations for Red Bull's F1 juggernaut.

WHAT'S ON

BOOK REVIEW

BRM – Racing for Britain
By Ian Wagstaff and Doug Nye
Long-time motorsport author Ian Wagstaff is spoiling us, as hot on the heels of his similar work on the British Racing Partnership, we have 'BRM – Racing For Britain' published by Porter Press International. And this time Wagstaff has the help of BRM sage Doug Nye plus conspicuous Owen family input.

Once again it is a large and beautiful hardback, and is lavishly illustrated through its 300-plus pages with photography plus designs, documents, posters and newspaper cuttings, much previously unseen. And BRM's story is an important one. In the 'British invasion' of post-war motorsport – the legacy

of which still lives today – BRM is central. Yet, to coin the phrase, it took BRM 13 years to become an overnight success, and this book takes us in detail and with authority from founder Raymond Mays' late-1940s grand patriotic plans, via a troubled intervening period, to BRM's 1962 crowning glory when with Graham Hill it took

Formula 1's title double. It explores the team's sportscar efforts too. At £120 it's not a frivolous purchase, but it is the likely definitive work on the team. The only criticism is that for BRM's post-1962 journey, particularly from 1968, it is much more whistlestop. It leaves you a little hungry for more.

Graham Keilloh



BRM's story is charted

TV GUIDE



Sky Sports F1 offers a few opportunities to watch the best of British GT's showpiece Silverstone 500 from last weekend, first tomorrow (Friday) at 1100hrs-1200hrs and at 2300hrs-0000hrs, then at 1230hrs-1330hrs on Saturday and 2000hrs-2100hrs on Sunday.

And each of these are followed by an hour's highlights from the British GT-supporting GB3 championship's Silverstone triple-header. Sky Sports F1 on Sunday also gives a couple of post-hoc chances to watch Saturday evening's IndyCar race on Indianapolis's road circuit, at 1015hrs-1315hrs and 2200hrs-0100hrs. While Eurosport 2 on Saturday has action from ETCR's Pau season opener, at 2115hrs-2200hrs.

Come Monday, BT Sport has highlights of this weekend's latest round of the European Rally Championship, the Rally Islas Canarias. That's on BT Sport 2 at 1030hrs-1100hrs and on BT Sport 3 at 2100hrs-2130hrs.

BT Sport also has an Irish Rally Review tomorrow at 1700hrs-1800hrs on BT Sport 2; shown again on Monday at 0300hrs-0400hrs and 1500hrs-1600hrs.

Freesports on Sunday evening meanwhile really lets you get your eclectic motorsport fix, as it first has All Wheel Drive Championship action at 2030hrs-2100hrs followed immediately by Ultimate Karting Championship dicing from Warden Law at 2100hrs-2200hrs. These are also on Monday on the same channel.

Graham Keilloh

LIVE TV

BTCC BRANDS HATCH
Races and supports:
Sunday, 1100hrs-1355hrs, ITV4;
1400hrs-1700hrs, ITV1;
1655hrs-1835hrs ITV4

FORMULA E BERLIN
Qualifying 1:
Saturday, 0930hrs-1120hrs, Eurosport 2
Race 1:
Saturday, 1330hrs-1535hrs, Eurosport 2
Qualifying 2:
Sunday, 0930hrs-1120hrs, Eurosport 2

RACE 2:
Sunday, 1330hrs-1530hrs, Channel 4;
1400hrs-1500hrs, Eurosport 2

INDYCAR INDIANAPOLIS ROAD COURSE
Practice:
Friday, 1800hrs-1900hrs, Sky

Sports F1 Qualifying:
Friday, 2130hrs-2245hrs, Sky
Sports F1
Race:
Saturday, 2000hrs-2300hrs, Sky
Sports F1

FERRARI CHALLENGE EUROPE PAUL RICARD
Race:
Saturday, 1450hrs-1550hrs, Sky
Sports F1

GT WORLD CHALLENGE SPRINT CUP
Magny-Cours
Race 2:
Sunday, 1315hrs-1515hrs, Sky
Sports F1

NASCAR KANSAS
Trucks race:
Sunday, 0100hrs-0400hrs, Freesports

INDYCAR INDIANAPOLIS ROAD COURSE
Practice:
Friday, 1800hrs-1900hrs, Sky

WHAT'S ON

RALLYING FRIDAY-SATURDAY

■ Manx Rally
Manx Auto Sport (spectators admitted) manxautosport.org

SATURDAY

■ Border Counties Rally
Hawick and Border CC/ Berwick and District MC (spectators admitted) bordercountiesrally.co.uk
■ TSH Stages (Portreath)
South Hams Motor Club (no spectators) shmc.co.uk

SUNDAY

■ Albar Kames Trophy Rally (Kames)
East Ayrshire Car Club (spectators admitted) eastayrshirecc.co.uk

RACING SATURDAY

■ Oulton Park International, Cheshire
750MC meeting: BMW Car Club, 16 Trophy, Type R Trophy, Sports 1000, Historic 750 Formula 1, Bikesports Starts racing from 1100hrs (qualifying from 0830hrs) Admission adult £14, under 13 free

■ Brands Hatch Indy, Kent
BTCC meeting: BTCC, F4, Carrera Cup, Ginetta GT4, Ginetta Junior, MINI Challenge Starts Saturday, racing from 1325hrs (qualifying from 0900hrs) Sunday, racing from 0955hrs (qualifying from

1000hrs) Admission adult £33, under 13 free Web msv.com Contact 0344 225 4422

■ Silverstone GP, Northants
HSCC International Trophy: Gentleman Drivers, Thundersports, Griffiths Haig Trophy, Aurora/Geoff Lees Trophy, Historic F3, Historic FF2000, Historic FF1600, Classic FF1600, Historic Road Sports/Historic Touring Cars, Guards Trophy, '70s Road Sports Starts Saturday, racing from 1400hrs (qualifying from 0900hrs) Sunday, racing from 1050hrs (qualifying from 0900hrs) Admission £15 Web angleseycircuit.com

■ Anglesey, N Wales

CSSC meeting: Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, New Millennium, Open Series, Turbo Tin Tops Starts Saturday, racing from 1340hrs (qualifying from 1000hrs) Sunday, racing from 0935hrs (qualifying from 0900hrs) Admission £15 Web angleseycircuit.com

SUNDAY

■ Mallory Park, Leics
BRSCC meeting: Allstars, Jack Sears Trophy, Classic Alfa, Minis Starts racing from 1150hrs (qualifying from 0930hrs) Admission adult £15, under 13 free Web malloryparkcircuit.com Contact 01455 502214

■ Croft, N Yorks

BRSCC meeting: FF1600, Fiesta, Fiesta Junior, Fun Cup, Northern Sports/ Saloons, Northern FF1600 Starts Saturday, racing from 1255hrs (qualifying from 0930hrs) Sunday, racing from 1225hrs (qualifying from 1200hrs) Admission adult £15, under 13 free Web croftcircuit.co.uk Contact 01325 721815

■ Snetterton 300, Norfolk

BARC meeting: British Endurance, Britcar Trophy, Praga Cup, Snetterton Saloons, Junior Saloons, Kumho BMW, Hyundai Coupe Starts Saturday, racing from 1200hrs (qualifying from 0900hrs) Sunday, racing from 0955hrs (qualifying from

SPORTING SCENE SATURDAY-SUNDAY

■ Pembrey, South Wales
5 National British Rallycross Championship Starts: TBA Admission: Adults £20 (both days). Web: pembreycircuit.co.uk

SUNDAY

■ Owlerton Stadium, Sheffield, South Yorkshire
Brisca F2 world qualifying round Starts: 1200hrs Admission: adult £18, concessions £16, children 10-15 £10, kids free. Web: yorsto.co.uk

■

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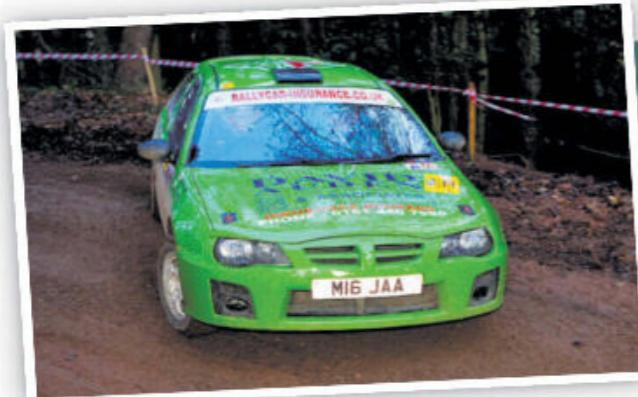
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